

RACING NOTES



HIS term of office as Steward of the Jockey Club completed, Lord Villiers retires, taking with him the regret of all who recognise his whole-hearted and conscientious devotion to duties at once onerous and delicate. Not the least by any means of the services he has rendered to the racing community—that section of it in particular to which the thorough-bred horse is something more than a mere medium for a gamble—is the notice he has given that, at the next meeting of the Jockey Club, he proposes to submit to the Stewards the following question: “Whether, in view of the fact that a new volume of the Stud Book will be published this year, they will consider the advisability of suggesting to Messrs. Weatherby—the Editors—that the last sentence of the first paragraph of the preface be added to, so as to read as follows: ‘They have decided that, in the interests of the English Stud Book, no horse or mare can be admitted *after this date* unless it can be traced *without flaw on both sire’s and dam’s side of the pedigree* to a strain already accepted in earlier volumes of the book.’” Assuming, as I am sure we may, that Lord Villiers has for object the exclusion in future of doubtfully or admittedly impurely bred animals, numbers of which have, unfortunately, been admitted to the Stud Book in the past, I would venture to remind him that it is, in fact, to Vol. X. that the principal source of the mischief can be traced. Now, when the forthcoming volume of the Stud Book is published, it will be No. XXII., Vol. X. might therefore be held to be one of the “earlier” volumes, and in that case the admirable proposition put forward by Lord Villiers would have for effect not the exclusion of doubtfully or impurely bred animals in future, but the official recognition of any animals tracing to the doubtful or impure pedigrees contained in Vol. X., and, further and consequently, of almost every doubtfully or impurely bred animal of American origin. Now is the time to prevent for ever any further contamination of the Stud Book and of the British thorough-bred, and I therefore venture to suggest that Lord Villier’s proposition should read: “Without flaw on both sire’s and dam’s side of its pedigree to a strain accepted in the volumes of the Stud Book prior to Vol. X.” In previous articles I have been at some pains to make clear the extent to which the English Stud Book has been contaminated by the admission of numbers of doubtfully or impurely bred animals, and at the same time I have drawn attention to the remarkable fact that all—there may be one or two exceptions, though I think not—of these undesirables are of American origin. These I have shown have been readily accepted by the Messrs. Weatherby, who have, on the other hand, rigidly, and rightly, refused to recognise the claims of less doubtfully—but still doubtfully—bred animals of English, Irish or Colonial extraction. The effect, indeed, of Lord Villiers’ proposition—unless Vol. X. and subsequent volumes are definitely excluded from the “earlier” volumes of the Stud Book—would, indeed, be to keep the door open for the admission of doubtfully or impurely bred American animals, and to shut it, once and for all, to doubtfully-bred animals, such, for instance, as Shogun, of English, Irish or Colonial descent. Believing as I do that Messrs. Weatherby now recognise the grievous mistake they have made in admitting these doubtfully or impurely bred American animals, I do not for a moment suppose that they would in any way oppose the suggestion that for the future no horse or mare should be accepted as thorough-bred unless tracing without flaw through both sire and dam to strains accepted in the Stud Book prior to Vol. X. That granted, we might be easy as regards future admissions to the Stud Book; but what about the doubtfully and, in many cases, decidedly impurely bred animals now included in it from Vol. X. up to Vol. XXI.? Surely something ought to be done, for, as matters stand, so completely are these volumes of the Stud Book permeated with doubtful or impure strains of blood that it is only after patient and often difficult research that anyone can make sure of breeding from an animal whose pedigree is pure; that is to say, free from the contamination of impure American blood. Surely that is a very wrong state of affairs—more than that, a very grave state of affairs—as regards the best interests of the

British thorough-bred. I do not think that anyone whose business or pleasure it is to study these matters closely will deny that a distinguishing characteristic of so-called American thorough-breds is want of stamina. That want of stamina I myself attribute largely to the fact that so many of them are *not clean bred*. Be that as it may, deficient in stamina, as a whole, they are. American authorities themselves admit it, and yet here in England, the cradle and home of the thorough-bred, we have, on the one hand, the Stewards of the Jockey Club doing all in their power to promote and develop the stamina of our thorough-bred horses; on the other, the Messrs. Weatherby nullifying the efforts of the Stewards by the admission, not of a few, but of many doubtfully or impurely bred animals whose distinguishing characteristic is want of stamina. There is another point which will be readily recognised by those who, like myself, believe implicitly in the absolute necessity for maintaining the purity of our breed of thorough-bred horses, and therefore of the thorough-bred horse all over the world. It is this. That owing to the reputation of the English Stud Book as a scrupulously and jealously guarded record of none but pedigrees of undoubted purity and the consequent prestige conveyed by a certificate emanating from the Messrs. Weatherby, doubtfully or impurely bred animals of American origin have been accorded admission to other Stud Books and the taint thus spread in every direction. The French authorities have quite recently taken steps—hardly, I think, sufficiently drastic—to prevent the future admission of any animals so bred to the French Stud Book, and it seems to me—I give my opinion for what it is worth—that unless strong action is taken by the Stewards of the Jockey Club, or unless the Messrs. Weatherby, acting on their own initiative, make it clear beyond the possibility of a doubt that for the future none but animals of undoubted purity of descent traceable—that is, without flaw in the pedigree through both sire and dam to the earliest-known sources from which the British thorough-bred derives, are to be admitted—we are within measurable distance of the decadence of the British thorough-bred, and of the time when a certificate issued by the controllers of the French Stud Book will carry with it a higher value than one issued by the Messrs. Weatherby; when, too, breeders in general, our own included, will have recourse to French breeding establishments instead of English in order to purchase stock. On a former occasion I have suggested—is it to be doubted?—that as we owe our present possession of the finest breed of horses in the world to the jealous care with which they were mated and bred by our forbears, so we owe it to those who may come after us to hand the breed on to them, improved, if possible, but at all events free from the contamination of impure blood. For this, if for no other reason, I should much like to appeal to the Messrs. Weatherby to render all the assistance they can—and it would be great—towards restoring their Stud Book to what it used to be—a most scrupulously and carefully kept record of none but authentic pedigrees. Quite frankly, I think—I am, indeed, absolutely convinced—that they have been grievously at fault in admitting these doubtfully and in many cases impurely bred animals to their Stud Book. With equal frankness I ask them, not only in their own interests, but in those of English breeders and of the breed itself, to do their utmost to repair their errors. I may, perhaps, add that I myself do not see how they are to avoid endless trouble in future unless once and for all they make a decided stand and resolutely refuse to accept as thorough-bred any animal, no matter where bred, concerning whose pedigree there is the slightest doubt. Nor is there any apparent reason why they should hesitate to do so. The very *raison d’être* of the Stud Book is to record and preserve pedigrees of undoubted purity; it exists for no other purpose. Fouled and contaminated by the inclusion of hopelessly doubtful and impure strains of blood, it has no value. “Qu’est le Stud Book Français,” wrote a French expert in breeding, “si’il ne mérite plus sa juste appellation, ‘Registre généalogique de la race pure.’?” Surely this apt query applies with equal, if not greater, force to our own Stud Book. It may be impossible to expunge from the Stud Book the doubtfully or impurely bred animals to whom admission has been accorded; but in some way or other these ought to be so ear-marked—either



W. A. Rouch.

THE HOUSEHOLD BRIGADE RACES.
Mr. R. W. Foster's Billy Boy II. leads in the First Life Guards Challenge Cup.

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by being grouped in an appendix or by a simple process of "lettering"—that no one should be led into buying them or breeding from them without being aware of what he was doing. There it is; the subject is one of great importance to all concerned in the maintenance of the purity, excellence and, incidentally, the commercial value of the British thorough-bred. The volume of the correspondence which at one time and another I have received, deprecating and protesting against the admission of animals of doubtful and impure origin to the English Stud Book—a good many of these letters, many of them with signatures carrying with them the weight of authority, have been published in COUNTRY LIFE—serves to show the strong feeling which exists, and there is no doubt whatever that the great majority of English and Irish breeders of bloodstock will be very grateful to Lord Villiers for his present action.

Two features of interest there were, I think, to be noted in the course of the Craven Meeting—an exceptionally brilliant and successful meeting it was. One, what may almost be called the resuscitation of Lord Rosebery's good colt, Sanquhar, who, stripping bigger, brighter and more muscular than when he ran for the Easter Stakes at Kempton Park, won the Craven Stakes with consummate ease, giving much in weight to his moderate opponents. The other, the first and successful appearance in public of Mr. D. McCalmont's grey colt, The Tetrarch, by Roi Hérode out of Vahren. Judging by the style in which he ran his race, this may well be a really good colt; he is, at all events, the best two year old yet seen out, and should he eventually so prove himself, it will be the more interesting in that he is a descendant of Herod

in tail male. He is, however, exceptionally forward and well developed, and there is, of course, the possibility that he may fail to maintain his present superiority when other but more backward colts have had time to furnish and make their growth. To have got such a colt as The Tetrarch in his first season at the stud gives Roi Hérode a rare send-off, and here are my hearty congratulations to his owner, Mr. E. Kennedy.

THE HOUSEHOLD BRIGADE RACES.

But for the distinctly unpleasant weather which prevailed on Friday, the first day of the fixture, the Household Brigade Meeting would have been a most complete success. Even as it was, there was a remarkably good and thoroughly representative assemblage of visitors, and from start to finish interest in the racing was well maintained. Of refusals and "glosses" there was no lack, Lord Gort coming home alone in the Grenadier Guards' Challenge Cup. The refusal of Belton in the 1st Life Guards' Challenge Cup made matters easy for Mr. E. H. Wyndham's second string, Red Knight II., and when Lucky Lucs fell in the Coldstream Plate Challenge Cup the way was cleared for Mr. G. Lambton on Suffolk. In the 2nd Life Guards' Regimental Challenge Cup, Captain Hugh Ashton's Jack Straw, a hot favourite, came down at the second fence, leaving Mr. W. H. E. Beaumont's Flying Start (owner up) to win a rattling good race by barely a length from Mr. A. S. Hoare's Phyllis III. So far, luck had been all on the side of the fielder, but a good many of the punters recovered, at all events, some of their losses when Miss Patkin, patiently ridden by Captain G. Paynter, won the Scots Guards Challenge Cup. TRENTON.



W. A. Rouch.

THE HOUSEHOLD BRIGADE RACES.
Lord Petre on Elbino and Mr. G. Lambton on Suffolk, the winner of the Coldstream Plate.

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TO the west of Ambleside Village and north of the river Brathay there nestles against the south flank of a rocky hill a characteristic Westmorland house from the hand of the late Dan Gibson. It stands in an ideal position; its garden front looks across to the broad waters of Windermere, and the hill does something to protect it from the north-west gales that come blustering down from the Langdale Pikes. The arrangement of the house and its exterior treatment—the cream rough-cast walls, grey-blue slates and green painted woodwork—are, with these colour notes, sufficiently obvious from the plan and the first two pictures, and we may therefore lay more stress on the interior and what it represents.

White Craggs is none the less interesting because it relies wholly on vernacular inspirations and on the variety of its craftsmanship. Dan Gibson not only rejected any motifs that can be called consciously classical, but delighted in those irregularities of detail which we associate with the mediæval and Early Tudor house. Symmetry for its own sake seems to have meant little to him; if it came naturally he accepted it, but he was not concerned to contrive it. It is clear that his greatest pleasure was in fostering and re-animating those handicrafts which were such vital factors in forming our earlier building traditions. This tendency is shown by the accompanying pictures of interior details. The bedrooms have

fireplaces with simple plaster ornaments devised with cable-mouldings and other primitive elements. Their doors are



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FROM THE EAST.

"COUNTRY LIFE."

made up of wide stiles and narrow panels, and are fitted with little wooden lifting latches on which much ingenuity has been spent. The staircase is of oak framing, fitted partly with plaster panels and partly with balusters of Tudor character. The same care for detail appears in the panelled screen which divides the entrance corridor from the sitting-hall, and in the carving of the fireplace beam which can be seen through the open door. However admirable all these things are in their own right—and no one knew better than Dan Gibson how to manage them—it must be confessed that they and the outlook on architecture which they represent are outside the main stream of present-day tendency. It is at least an interesting coincidence that for many of the best domestic buildings of King George V.'s reign we can find no more distinctive epithet than the old one of Georgian. Since the last of the Hanoverian Georges died, English architecture has passed through a long series of groping experiments in various styles, native and foreign, but it seems to be settling down again to a re-statement, in no very



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THE GARDEN FRONT.

"COUNTRY LIFE."



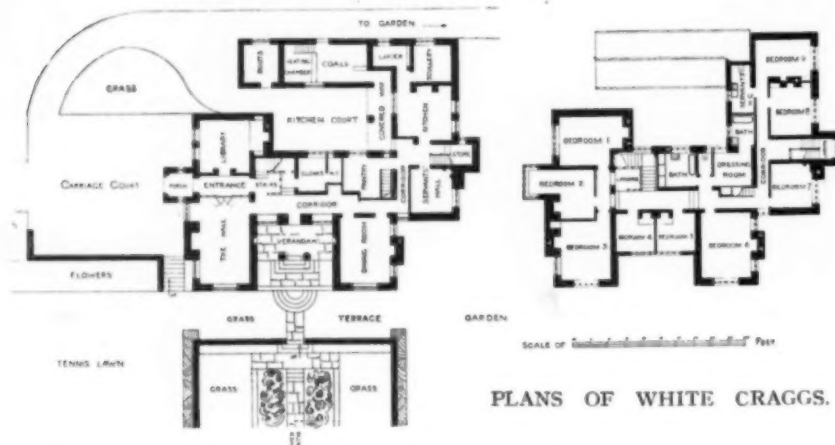
Copyright. A FIREPLACE. "C.L."

different terms, of the traditions of the eighteenth century. A critic of poetry has lately proclaimed his belief that "we are at the beginning of another Georgian period, which may take rank in due time with the several great poetic ages of the past." Whether this prophecy will prove sound does not concern us now; but it is worth noting that the verse of

Architecture seems to show a parallel to this. Poetry without adjectives necessarily takes on an air of severity in its presentment of ideas; adjectives are verbal ornaments. Our younger poets reject them, and are content to rely on the austere proportions of their verse and on the impressiveness of direct statement deftly shaped but unadorned. The present



LOOKING INTO THE HALL.



PLANS OF WHITE CRAGGS.

our present-day Georgians shows, among its most marked technical developments, the disappearance of the adjective.

tendency of architectural design is exactly the same. Care is taken to avoid undue emphasis by means of decorations; the adjectives are left out, and the building shows its aesthetic purpose by relying on the simple qualities of mass proportion and balance. The older traditions of building, and their revival in the work of such men as Dan Gibson, presupposed a community of craftsmen each competent in devising as well as in executing his own branch of work. They formed as it were an æsthetic republic in which the architect was merely *primus inter pares*. It was Inigo Jones who broke the old method. A loss of imaginative detail was involved in the change, but it seems to have been worth while, because the spirit of the Renaissance demanded a coherence and unity not always to be achieved under the old order. The historical school of design vaguely called Georgian—which may yet develop into a school claiming the same title as a living description—requires that the architect shall be absolute monarch in the field of design and the craftsmen obedient interpreters of his conceptions. The new spirit in craftsmanship brought about by William Morris was the logical outcome of the Gothic Revival, and for good or ill seems to be losing that independence which it claimed successfully for a time. Until there is a re-revival of Gothic impulses, it is doubtful if it will retain the enthusiasms of the rising generations;



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THE STAIRCASE

"COUNTRY LIFE."

but as the wheel of artistic fashion revolves with rather breathless rapidity, who shall say how long that will be delayed? When it does come to pass, doubtless Gibson will be found to have been among the children of the prophets. W.

THE PROGRESS OF TOWN PLANNING.

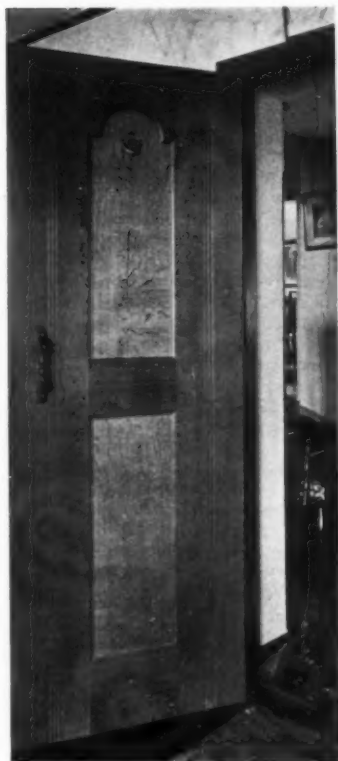
THE controversy which has arisen round the Admiralty Arch is a satisfactory symptom of a lively public interest in town planning. It is unthinkable that such a storm could have been raised

ten years ago by the failure to complete a civic improvement in the right way. Nevertheless, the full purpose and the wide scope of town planning are still imperfectly understood. The words stand for much more than mere questions of width and alignment of streets and the layout of new suburbs. The people who are promoting the town-planning movement are in the main those who are fighting for better housing conditions. They are not only dreaming dreams about garden cities, but working for the provision on modern lines of dwellings that shall satisfy right canons both of art and of public health. It was not until 1909 that the new ideas received legislative sanction in the Housing and Town Planning Act. Although it has too much of the permissive element to satisfy the convinced town planner, probably public opinion

was not ripe for a more drastic measure. It must at least be said that the Act is bearing abundant fruit, not only by the specific working of its provisions, but also by the new spirit which it has put into people responsible for estate development. No longer do we meet the argument that people are entitled to build anywhere and anyhow. A definite body of public opinion is being formed, and the way is thus being prepared for legislation of a more far-reaching character. Official action in the matter has been markedly slow, due mainly, it would seem, to the roundabout methods prescribed by the Town Planning Act. The memorandum issued by the Local Government Board in November last on its working shows that of three municipal schemes sent in none had then been approved, but the Middleton Corporation had secured the Board's approval for the adoption of a scheme proposed by landowners for the laying out of about three hundred acres.

Seventeen other local authorities have received permission to prepare schemes, and twelve are seeking this liberty. In about a hundred other districts schemes are in the air. This brief survey shows what had been done by municipalities up to the end of last year. There has been progress since then, as we learn from sporadic references in the daily Press, but we must wait for the next memorandum from the Board before knowing fully what practical results have been achieved.

In 1910 the Royal Institute of British Architects held a most important Town Planning Conference. It was attended by experts from all parts of the world, and the proceedings did much to co-ordinate opinion. The public conscience was aroused, and to very good purpose. The legislative and official work arising out of the Act, however, shows a preoccupation for developments which belong mainly to the future. It is rather to the private individual and to the public company that we have to look for the practical first fruits of a great reform. On all hands schemes are being prepared for the development of big and small areas on what are called largely "Garden City Lines." It is a movement in which COUNTRY LIFE may justly take some pride. In season and out of season we have pleaded the architectural cause of our cities, our suburbs and our villages. The daily newspapers are beginning to exhort their readers to think seriously of town-planning and housing problems. The endeavour of COUNTRY LIFE to make architecture a real and vital thing is bearing fruit. People begin to understand that the art of building is not merely an affair of mouldings and ornaments affording occasion for subtle arguments about historical styles, but a broad and living interest which touches the common weal at a hundred points. It is inevitable that the new town-planning and housing schemes which are being devised shall be of varying merit. Some will fail for sheer lack of experience. Others will miscarry for lack of proper financial backing, and for want of patience. Others,



A DOOR AT WHITE CRAGGS.

again, will realise ideals of hygiene and convenience, but will be æsthetic failures. The main point to be emphasised now is that town planning and housing have seized the imagination of the enthusiast and won the approval of the hard-headed business man.

An admirable little book, just published by Mr. Ewart G. Culpin, *The Garden City Movement Up-to-date*, shows how rapid and how widespread is the progress. He emphasises a point in nomenclature which the present writer has urged more than once in these pages. A garden city is a self-contained town, industrial, agricultural and residential, planned as a whole for a population of about thirty thousand people. A garden suburb is the extension of an existing town laid out on artistic lines, with the moderate number of, say, ten houses to the acre, adequate private gardens and a sufficiency of public recreation-grounds. A garden village is a garden city in miniature, but dependent usually upon a neighbouring city for such public services as water, light and drainage, and the examples so far created have chiefly grown round one great industry.

So far, Letchworth is the first and only garden city. Its development has been somewhat slow because it is necessarily tentative; but once it is established as a financial success, it may be hoped that other similar cities may be established in the open country. The experience of Letchworth will be helpful in preventing the recurrence of various mistakes, mainly architectural, which were inevitable in the first experiment.

Of garden suburbs there are many. Hampstead is the best known, and before long it is estimated that nearly two and a-half millions of money will have been spent on its development. Other examples are Gidea Park at Romford, covering five hundred acres; Ruislip Manor, at present in its early stages, but designed to cover thirteen hundred acres; Ealing, covering sixty-two acres; and Harborne, covering fifty-four acres.

Garden villages show the direction in which town-planning has made its most visible progress. Port Sunlight and Bournville are admirable examples of complete schemes which have been thoroughly justified both by their architectural success and by the greatly increased standard of public health which they can show.

Hitherto, housing conditions have been worse, perhaps, in colliery districts than anywhere. Some villages which have sprung up round coal mines in the past have no equal for general gloom and squalor. It is therefore refreshing to find that some of the great coal masters have grasped the necessity of adopting right principles of town planning and housing in the new colliery areas which are being developed. At Gilfach, in South Wales, for example, a garden village is being laid out in which some five hundred houses are to be built. Wales is altogether fully alive to the situation. A movement is on foot to build two hundred workmen's cottages on garden village lines at Barry. The Great Western Railway is constructing a substantial township for the housing of its employees at Fishguard, where a cliff side is being converted into a rock garden. A co-operative society is about to build one hundred houses at Caerphilly, with a view to future colliery extension, and a society of Cardiff workers is starting on a similar scheme near that city. About seven miles from Cardiff is Glyn Cory, where three hundred acres are being laid out by Mr. Reginald Cory, one hundred and sixty being devoted to houses, eighty to a golf-course and sixty to allotments and small holdings. Scotland so far has been somewhat slow to adopt the new ideas, but schemes are now on foot at Clydebank, Garscube (near Glasgow), Gourrock, Greenock and Stirling.

Perhaps the most satisfactory feature of all these garden suburb and village schemes is the hold which is being secured by copartnership principles under the capable direction of Mr. Henry Vivian. Tenants' societies are in full swing at a score of places, and everywhere are a financial and social success.

These few notes are enough to show that town planning has passed from theory to vigorous practice. Town planning is no longer regarded as an æsthetic fad, but as a necessary feature of the sound commercial development of building areas. It has come to be realised that the old conditions of random building will spell financial disaster in the future. Taste is becoming part of the equipment of the wage-earning as well as of the wealthier classes, and the future development of town planning on sound lines is assured.

L. W.

SOME NEW NOVELS.

Vision, by Stella Callaghan. (Constable and Co.)

IT is not until one has worked a way well into *Vision* that the story begins to move; this, however, must not be taken as a reflection cast upon the portion of her novel which Miss Callaghan has devoted to describing the early years of Antony Wyatt's life. Miss Callaghan wants us to know her hero, and when we pass on to the man we are grateful to her for the almost meticulous care with which she has drawn for us the child. Antony Wyatt, the moody, sulky, imaginative young poet, of whom we take leave at the book's end, is a real person; more than that, we are persuaded that he had in him the possibilities of a real genius; this, in consideration of the fact that many authors have essayed to present genius convincingly and have in most cases failed, appears to us in the light of an achievement worthy of note. Miss Callaghan's *Vision* finds its inspiration in the Secret Rose, that symbol of beauty absolute, "Far-off, most Secret, and inviolate Rose"; and she writes with a simple restraint and some grace around a slight theme which yet touches definitely the larger issues of life. It may be that through a printer's error the German of Fraulein Schmolz reads oddly.

The Confession of Richard Plantagenet, by Dora Greenwell McChesney. (Smith, Elder.)

IN writing this history of Richard Plantagenet, the late Miss Dora Greenwell McChesney, departing from the traditional Richard III., who for so long figured largely among the abhorred, ranges herself with those modern historians who take a less perverse view of this most subtle king. The author, approaching Richard as a psychological study, makes out a very good case for her subject; without whitewashing him she puts forward most persuasively a series of clever and well-considered motives which, conceived by Richard's reputed love for his brother Edward, explain the seeming cruelty and wanton disregard for life which characterised Richard's actions. A gallant soldier and a faithful lover, Richard, in these careful pages, receives the full benefit his better self can rightfully claim; imaginative, highly strung and capable of that excess of cruelty which often betrays itself in an emotional temperament, that better self is warming always against an inner treachery and, finally, weakened beyond all hope of salvation is to all intents and purposes denied. It is difficult to express the sincere admiration which such work as that done by Miss McChesney provokes. Here is one with the true romantic spirit, a clear mental vision and the gift of a lucid and distinctive style, dramatic, glowing and most fitly restrained. It is with regret that we realise that this is the last book she has given us.

The Curse of the Nile, by Douglas Sladen. (Stanley Paul.)

IN writing *The Curse of the Nile* the author has adopted a style, or lack of style, which considerably detracts from pleasure in his tale. Such sentences as "Soon she got a terrible fright," "Innocenza and Colonello really cared much more for the sort of things the young ones were looking at than they did," may be taken as characteristic of the narrative. Still, considerable information concerning the condition of affairs in the Sudan from 1884 to 1898 is to be found in the novel, and should interest those who would recall the tragedy of General Gordon's end. Mr. Douglas Sladen provides a highly-coloured love-story and a sensational setting; fiction and fact jostle each other in an amicable comradeship which carries the story through events that have not yet lost their place in present-day memory. For the rest, the material on which the author has based much of the narrative is sufficiently attractive to ensure him readers.

Consider this Man, by Vincent Brown. (Chapman and Hall.)

THE sincerity of Mr. Vincent Brown's intentions must be taken as his excuse for writing a very painful novel. The history of Amos Dalyn bristles with misfortune. Minister of Bethesda, in coming to the little chapel as its first paid preacher with a salary of thirty-five shillings a week, he makes the initial error of concealing the fact that he has a wife and child. In Caroline Dalyn Mr. Brown has drawn a character so cruelly true that it is impossible to follow the gradual process of her wanton ruin of her husband's life without experiencing a feeling of resentment against the author for harrowing us, for Amos himself, dreamy, unpractical, ineffectual, holds our sympathies in spite of his weaknesses. Yet, clever as these two studies are, we cannot but wish there had been some relief in the dark picture where ignorance, petty jealousies, a narrow moral code and prying curiosity combine to depress.

Carnacki the Ghost-Finder, by William Hope Hodgson. (Nash.)

THERE seem to be a great many people who have a taste for books which will stimulate their imaginations during the small hours, especially if they have prepared themselves, in some measure, by an indigestible dinner. In *Carnacki* they will find a creation which will meet all their requirements. Each of the six stories strikes a note of horror, and the explanations given in two of the episodes do not tend to clear away the sheer terror with which Mr. Hodgson has so skilfully invested his tales. We own that, much as we admire Carnacki, we thought him a very foolhardy individual—the kind of man who would go after the largest carnivora with a rook-rifle. It is almost disappointing that he survives his excursions into the worlds of demons; we hope that Mr. Hodgson will kill Carnacki artistically when he has finished with him as a hero. However, we hope he will not do it yet, for we were sorry to come to the end of the present instalment.

Circe's Daughter, by Priscilla Craven. (Hurst and Blackett.)

IN spite of several grammatical slips and a free and easy way of setting to work, there is plenty of amusement to be gleaned from *Circe's Daughter*. If Circe herself be a somewhat starchy character, her make-up too obvious and her utterances unimaginatively true to type, what matter when the author has so much to say that is both good, bad and indifferent. The reasons which induce Gilbert Currey to marry Claudia Iverson at the beginning of their story are promising ones to the reader who likes his plot well defined from the start. It is as inevitable that a third person will appear upon the scene as that Currey must be disposed of on some untoward occasion in order that that third person may take

his place. These things must be. Still, anticipating them not without a mild curiosity, once we have begun the tale we are willing to follow the author in a state of complacent thralldom through the pages of a novel which has waylaid our fancy if it has not impressed our judgment.

An Unknown Lover, by Mrs. George de Horne Vaizey. (Mills and Boon.)

MRS. GEORGE DE HORNE VAIZEY is well aware of the charm and value of the unknown quantity. When Katrine Beverley receives a letter and parcel from Jim Blair, the friend of Dorothea Middleton, a school chum now married and in India with her husband, we receive with distinctly quickened interest the news that Blair has seen no more of Katrine than her photograph in the Middleton ménage can show him. Blair proposes to correspond with Katrine, who, much flattered and at the same time uncertain of the propriety of such a proceeding, eventually falls in with his suggestion—well aware of the probable outcome of such encouragement, since Blair has evidently been much attracted by the scraps of her letters which Dorothea has from time to time read to him. The inevitable happens, and the pair eventually meet; but here Mrs. de Horne Vaizey makes a mistake in planning that Blair shall masquerade for a time under another name. All, however, ends well for the pair, whose story is told in a lively and unpretentious fashion.

Open Sesame, by B. Paul Neuman. (John Murray.)

IF it were only the portrait of Mrs. Gaye, an extraordinary piece of analysis which stands out clear and finished among several lesser, but no less carefully-limned, figures, this novel should be read with keen appreciation. Cynical, detached, an admirable manager and a cold *confidante*, the mother of Celestine the unselfish, Eustace the enterprising, Alpha the precocious schoolboy and Redelpha the unknown quantity, while seeming to go airily and noncommittally on her own way, leaving her children and husband to develop on their own lines, has a stake in the happiness and well-being of each character, and does not scruple to use her unrealised power to enforce upon them the result of the sum of her conclusions upon life. Lacking any graces to captivate the reader, neither when she is giving Redelpha advice on the advisability of annexing so promising a piece of material as Will Porteous, the self-constituted Healer, or making use of her position to force Mr. Gaye to retire from the business which is a mere cloak for scoundrelly speculation and a constant drain on the income she brings to the maintenance of the chateau, does Félicité Gaye fail to hold the undivided interest, and this must be accounted to Mr. Neuman as a triumph. There is much that is worth special mention in the book, but we must content ourselves with recalling only the study of Will Porteous, the Healer, whose career the author has followed with penetration and tolerance.

Outlaw's Luck, by Dorothea Mackellar. (Mills and Boon.)

THE story of Kid Prevost, the outlaw of Miss Mackellar's title, makes most fascinating reading. From the moment when we find the brother and sister Hammond deceived by the youthful appearance of the youngster who promptly proceeds to relieve them of half-a-dozen of their horses after a brief stay at the San Blas estancia, we are drawn to the hero. Katharine Hammond is attracted by him, and, for the first portion of the tale, so well and sympathetically is she drawn, and with such an appearance of being important to the novel's development, we imagine the Kid has found in her his fate. Miss Mackellar has, however, other intentions in view; and we see the culprit come under the influence of two other women before a tardy reformation unites his life with that of Carol Lansing. There are some homely touches in the book that lend it a certain *naïveté* and betray the beginner; yet through all Miss Mackellar has such a happy optimism, and some of her observations on life are so neatly to the point, that one reads *Outlaw's Luck* with real pleasure, as has been said.

The Amateur Gentleman, by Jeffery Farnol. (Sampson, Low.)

MR. JEFFREY FARNOL has poured into this novel material enough to make a *comédie humaine*. He has chosen the age of the Dandies for his time. There are seventy-eight chapters in the book, and through each he rattles with prodigality of incident that makes the reader dizzy. He has a vivid, picturesque, energetic style, and the book would make splendid reading in a railway train. It will not, however, stand very close analysis. The hero is the son of a champion prize-fighter, whose greatest friend is the ex-champion, and apparently the author has modelled their characters on those of the Brothers Cheeryble. He has, at any rate, moulded them closely on Dickens. The age no doubt was that of the ring, but that is scarcely a good excuse for making fisticuffs play right through the volume. We like a book of adventure; but adventures come so quickly here that they take the breath away. The boy leaves his father's house in the morning, and before night he has, among other things, come across the most beautiful woman lying "full-length upon the sward, and her tumbled hair made a glory in the grass, a golden mane." He has fought with the leader of fashion and the bosom friend of the Regent; he has borne his lady in his arms and carried off her handkerchief as a token; he—and remember he is an inn-keeper's son—has formed a friendship with one of the heroes of Trafalgar, and found a viscount in the stocks. With this sprig of nobility he enters into a sworn friendship and the two henceforth call one another Dick and Bev. Of the rest of the book it is enough to say that it keeps up to the rapidity of the beginning. Never were there such crowded hours of glorious life. But the book would have been better had this richness of incident been kept under command and the characters and events dealt with more elaborately, so as to give them at least a show of plausibility.

Outside the Ark, by Adelaide Holt. (The Bodley Head.)

IN *Outside the Ark* Mrs. Holt has written a most compelling story of the duel between two temperaments. Hugh Inskip is a writer and a dramatist, imaginative, idealistic and keenly analytical. Having slight experience of woman, he has had, at the time that he meets Iris Davenant, but one intimate woman friend, Margaret Stair, an actress. His friendship with Margaret is of little use to Inskip in his relations with Iris, whose quiet life at the old Rectory has fostered a natural aptitude for make-believe which takes the form of imagining herself

in the characters of various admired or envied not abilities and others of whom she may have heard. Delightfully ingenuous, lovable and attractive, Iris is an incorrigible *posseuse*, and this peculiarity it is that eventually dissipates her married happiness with Inskip, whom she loves. The story is extremely well told; there are some delightful character sketches, notably that of Paul Davenant, the old rector, full of delicate perception and a neat humour. Mrs. Holt's is a clever and original novel.

KENNEL NOTES.

GREAT DANES AND OTHERS.

IF the air of subdued excitement and expectancy was less marked at the Great Dane Club Show at the Crystal Palace this year than last, there was none the less ample interest in the proceedings on the part of devotees. With a Dutch judge officiating, as in 1912, one never knew what might happen. All the dogs were strange to him, and one had no idea what type he might favour. So it came about that he received an enormous entry, which he handled very well indeed on the whole. The plan of having a couple of judges, such as was adopted this year, rarely finds favour at an ordinary dog show, although, of course, it is still the vogue at hound shows. I have never yet been convinced in my own mind that two men working in conjunction are less prone to error than one "on his own," and the tendency is to slow things down a bit. Messrs. Loder and Gooby, last week's judges, ran together very well in double harness, the referee, Dr. J. Sidney Turner, having almost a sinecure. It would be superfluous to pass all the classes under survey now; but one or two outstanding features may be noted. Among the young dogs Miss Stark's home-bred puppy, King of Breawood, seemed to me to stand out conspicuously, and it is not often we see a new one that fills the eye so completely. Of great size, he is nicely proportioned, and his front and hind legs and feet are as perfect as the most exacting could wish. One need not be a Daneite to appreciate his easy movement and graceful carriage. A long, well-carried neck, too, gives that finishing touch of character which is so often lacking. He is a Dane all over, in the first class, and when age has thickened him a bit the champions will have to extend themselves to get in front of him. The only criticism I have to offer is that his shoulder placement might be a bit more sloping; but in other respects it is hard to find a fault. Miss Stark is to be congratulated not only on breeding such a puppy, but on making the most of him when she had got him. He has been wonderfully reared. One competent judge thought he recalled the redoubtable Viceroy. King was whelped on June 20th last by Champion Orus of Lockerbie ex Temeraire of Lindville. The open class was a good one, with Champions Conn of Cleveleys, Fergus of Lindville, Primley Prodigal and Rupert of Rungmook. A greyiness about the muzzle made Primley Prodigal, the ultimate winner, look more than his five years, and seeing them together one would not have placed him as nearly a year younger than Conn, the second. Miss Dickinson's Ch. Rupert of Rungmook, third, is only three. Fergus of Lindville is still a great dog, brimming over with quality and type. Mrs. Fielder's Brutus of Lockerbie,

another successful one, is a nicely-marked harlequin, with plenty of bone and a well-chiselled head. Among the younger bitches Mr. G. W. Marston's Picciola is of a class that makes it surprising she should have been eligible for the maiden. Here is another one with the fine upright carriage of the head on a graceful neck. Would that we had more of them!

BORZOIS AND OTHERS.

The chief prizes in Borzoi dogs went to old favourites, Mrs. Borman's Champion Ramsden Radium again accounting for the challenge certificate—a beautiful dog all through. Mrs. Vlasto's winning puppy, Rainbow of Addlestone, created a most favourable impression. Together with his litter sister, Myrtle of Addlestone, winner of the bitch puppy class, we have a meritorious brace, both of which should have a rare future. Deerhounds failed to treat us to anything likely to lower the colours of the older ones, and the numbers were not so good as one could have wished. Mrs. Armstrong's Champion Rob Roy of Abbotsford and Miss A. Doxford's Irma of Ruritania were the best of their respective sexes. Once again I ask how it is these beautiful dogs do not attract more admirers? Surely among the larger breeds for beauty and suitability as indoor companions they have few equals, and just that touch of romance centres round their story which should serve to make them sought after. There it is, however; most of the old breeders remain faithful, but the recruits necessary to infuse energy and the spice of fresh competition still hold aloof.

BLOODHOUNDS STRONG.

Quite other things have to be written about bloodhounds, which are getting more widely held every day, and providing shows with entries that cannot fail to be gratifying. Here the example set by the Danes and Borzois in bringing out new faces of merit was continued, Mr. T. G. Moore's couple of puppies, Resolution and Endeavour, having a satisfactory day. The Leicester breeder has a way of bringing out something good without any preliminary advertisement, which makes his success popular. These puppies, being by Mr. Mangin's fine stud hound, the late Champion Hordle Ajax, are just the sort we wish to see, for they are likely to do good service to the breed if distemper spares them to fight another day. Perhaps the allusion is scarcely apt if taken in its usual sense, for there was nothing pusillanimous about them, the bitch standing up pluckily to all comers, only being beaten in the open by the greater maturity of Mrs. Stevens' Champion Mary of Burgundy, put down in a condition that did credit to her owner. The open bitch class was so excellent that Mr. Walter Evans must have had some difficulty in placing them, Mrs. Edmunds' Champion Ledburn Barbara and Ledburn Binnacle, Mr. H. D. Dobson's Ada of Brighton and Mr. Hylden's Lottie of Brighton all being worthy of a challenge certificate. Ada of Brighton, still a ten months' puppy, pleased Mr. Craven so much at Olympia, and she should be a full champion before long. As the desirability of breeding from very young bitches, especially of the larger varieties, is often discussed, it is interesting to mention that her dam, Lottie of Brighton, only exceeded her first year by six days when she whelped her. Among the dogs Mr. Wilfrid Unwin's veteran Champion Porthos stood out a good winner.

A. CROXTON SMITH.

POLO NOTES.

PRACTICE GAMES AT EATON AND THE AMERICAN RULES.

THE practice games at Eaton which have been going on for the last fortnight are being played under American rules. There are some differences in the American rules as compared with those in use at Hurlingham. The chief difference, now that off-side is no longer enforced here, is that the penalties for fouls or dangerous play in America affect the score directly, while in England they do so indirectly. In America a side penalised for a foul loses half or a whole goal from its score. Thus at Eaton the other day one team beat another by 4 goals to 3½. Under the American system the discipline of the game during play is controlled by a mounted referee and two goal judges. These goal judges are appointed by the captain of the club on whose ground the match is played. They have no power except at the request of the referee, who only is responsible for all decisions on doubtful points. They shall, it is laid down, give testimony to the referee at the latter's request in respect to goals and other plays near their respective goals, but the referee shall make all decisions. Speaking generally, the actions penalised as fouls are the same as our own, but the referee can declare a foul on his own responsibility "without waiting to have it claimed." When a foul is given or allowed by the referee against a team, he may or may not stop the game according to his judgment as to the advantage gained or lost on account of the foul, but he must impose "the usual penalty of half a goal." The

meaning of this is that the referee simply alters the score by deducting half a goal from the offenders, but does not necessarily stop the game unless the advantage gained by the offending side is a notable one. The referee also has power to suspend a player for a foul, when his place must be taken by the substitute who is bound to be ready in case of accident or disqualification. There is also a penalty for a "safety" when a player hits the ball over the goal-line his side is defending. For this the referee deducts a quarter of a goal from the offender's score. In other respects the duration of actual play in an American match is exactly one hour, divided into eight periods of seven and a-half minutes each. Three minutes is allowed between each period, and seven minutes after the fourth. Play stops absolutely at the end of each period, so that all periods are of exactly the same duration. The main differences between our rules and the American relate to the penalties and the methods of inflicting them. The American plan has the advantage of great simplicity and causing as little interruption to the game as possible. There is only one referee as against our system of two umpires and a referee. Probably one first-rate referee is more efficient than two moderate umpires or than two umpires of unequal merit. To be accustomed to the ponies and to the American rules are all that the players have been able to achieve so far, the state of the grounds forbidding all serious play.

The International team have had steady practice at Eaton. It has been bad luck that the weather has been so unfavourable



W. A. Rouch.

MR. BUCKMASTER THROWS IN.

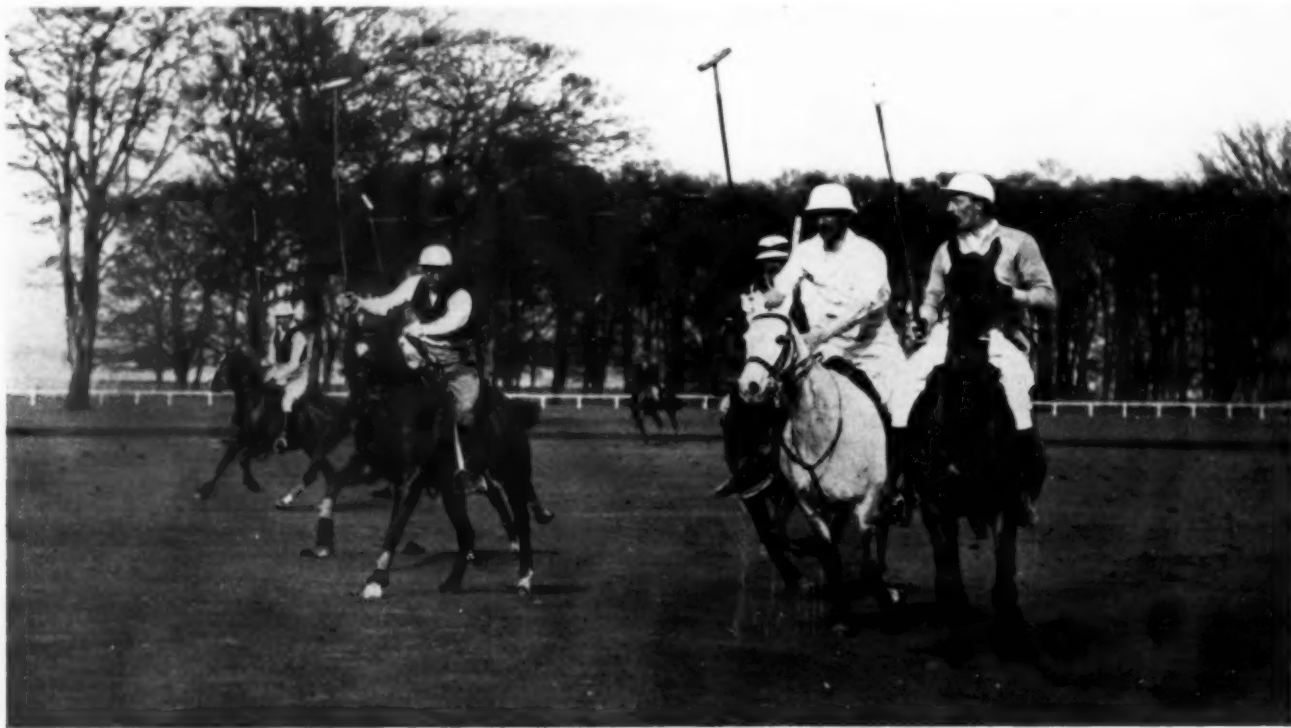
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since for practice; for men and ponies nothing is worse than a sticky, dead ground. Our team does not want force, but it cannot be too quick. This is the point the Americans beat us on last time. At every point in the game they were a shade quicker on the ball. The players to go to America are Captain Ritson, Mr. A. D. Edwards, Mr. Buckmaster, Captain Cheape, Lord Wodehouse and Mr. Freake, Captain Miller and the Duke of Westminster. It is said that the actual team to play in the first test match will be the first four named above; but I should doubt Mr. Buckmaster making up his mind until he has seen his men on an American ground. There is no doubt that the players will be selected from the first six names. Mr. Edwards (9th Lancers) is a new name in the present team. He played well in the last International matches, but did not reach his best form last season, when the 9th Lancers' team gave rather a disappointing display altogether. The absence of Mr. Freake and the loss of his combination with Mr. Buckmaster, would be a bold step to take; but, of course, we cannot disguise from ourselves that Mr. Freake, a splendid player at his best, has serious lapses into bad form at times. It is, however, not only early to speculate but profitless, since many things may happen. There was quite a little panic over Mr. Buckmaster's accident, which, at all events, shows how much our hopes are set on him, and, so far as judgment goes, the English chance of victory does depend on our great player. I have great confidence in Mr. Buckmaster, based on a long study of his play; but he has great difficulties to overcome. It will be

the irony of fate if Mr. Buckmaster, who of all our leading players most disliked the no off-side game, should, after all, win his two chief triumphs when playing without off-side—the Champion Cup of 1912 and the America Cup.

THE INDIAN INTER-REGIMENTAL CUP.

The victory of the 17th Lancers in the above tournament reminds us of the great services of the regiment to the game of polo and of its distinguished record in the history of the game. The team that won in 1888—9 was one of the best regimental teams I have ever seen. Trained as all players in the North of India had been, under the influence, and some of us under the eye, of the late Mr. John Watson, we had acquired rather rigid ideas of the work of a team. The orderly game, with the duties of each man's position clearly defined, was an immense advance on the rather disorderly scramble of the ordinary Indian game of those days. I consider that Mr. Watson, by his teaching, gave us the idea of team play. I have always thought that the decay of civilian polo in India was the result of the establishment of team play by Mr. Watson. This gave to regimental teams an immense advantage. The civilian teams, with their independent style of play, had no chance with the carefully-trained regimental teams even in those early days. Even then the 13th Hussars, 17th Lancers and several other regiments had a system of training the younger subalterns. Mr. Renton (17th Lancers) improved on Mr. Watson's teaching and gave to his regimental four the ease and flexibility of a good



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EMBROCATION



W. A. Rouch.

THE DUKE OF WESTMINSTER'S PONIES EXERCISING AT EATON HALL.

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American polo team. When I saw the 17th Lancers in those days, their quickness on the ball, the result of the ease with each man took up without hesitation the duties of the place in which he found himself, was a striking object-lesson in what one may call higher polo, while the use made of a very clever No. 1 (Captain E. D. Miller) was a novelty to one trained in the idea that No. 1 would be as useful without a stick as with one. I think now that the superiority of the 12th Bengal Cavalry and Patiala teams in the eighties was greatly due to the greater use made by them of a skilful No. 1. This sounds like a common-place now, but it was not so then. But, of course, what made the methods of that 17th Lancer team of 1887-9 more impressive was the quality of the players who composed it—Mr. E. D. Miller, Mr. A. Rawlinson, Mr. Portal and Mr. Renton. Of these Colonel Portal also played when the 17th Lancers won the English Inter-regimental. The pace, the flexibility and the balance of this team has never been surpassed, and if my readers who know the players will picture to themselves Captain Miller with the fire of youth, Mr. Rawlinson restrained by regimental discipline, and Captain Renton always moved by enthusiasm for his side, they will realise what a team it was. But for one or two faults Captain Renton was only second, among the players I have seen and studied, to Mr. Buckmaster, and his equal in horsemanship and style. But a fine regimental tradition always lives on, and though polo in the 17th Lancers has had its ups and downs, yet the present team is of high quality, quite worthy of its predecessors and able to defeat the Inniskillings and 8th Hussars, both previous winners of this cup.

THE PRICE OF POLO PONIES.

This is becoming steadier. The coming of an International match has not greatly disturbed the market. There has been no feverish buying at the last

moment. The English team have been buying their ponies for the last two years and time is as important a factor in forming a team of first-class polo ponies as money. It is not always that the pony one likes the best at first proves in the end the most satisfactory. There have been two or three important stables of ponies sold during the past week. The 11th Hussars, Mr. A. Grisar, Captain Lakin and several well-known players, disposing of the contents of their polo stables. Altogether between three thousand and four thousand guineas worth were sold, the average price of forty-four of the best working out at rather over eighty-three guineas apiece. Now this is a fair average price for a playing pony with condition and character. It probably represents a rather higher price than was paid for the ponies originally, but the point to note is that good polo ponies with a character vary but little in price as long as they keep sound. Fortunately, the double strain of pony blood in most of our best ponies makes them the soundest of our native horses. One of the most valuable characteristics of the English polo-bred pony is that he lasts so long and loses neither his soundness nor his courage. We used to say in India that it was the exception when a country-bred pony retained its courage for more than three seasons in

tournament polo. After that even the best became tricky, whereas English ponies go on for years playing in good form. If we consider the fact that a polo pony nearly always brings his price when sold and lasts at his best about twice as long as any other horse, he is not dear at eighty guineas. There are reasons why we do not desire to see the ponies fall too low. At about seventy guineas or eighty guineas there is a possible profit for the breeder and the trainer, and unless we provide a recompense for these two indispensable persons the quality of ponies will go down. X.



W. A. Rouch.

DISCUSSING THE PLAY WITH CAPT. E. D. MILLER.

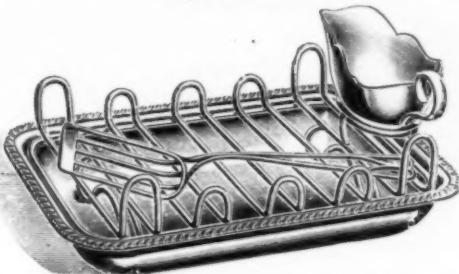
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From left to right: Mr. F. M. Freake, Captain V. N. Lockett, Mr. W. S. Buckmaster (back to camera), Major Matthew Lannowe, Captain E. D. Miller and Lord Wodehouse.

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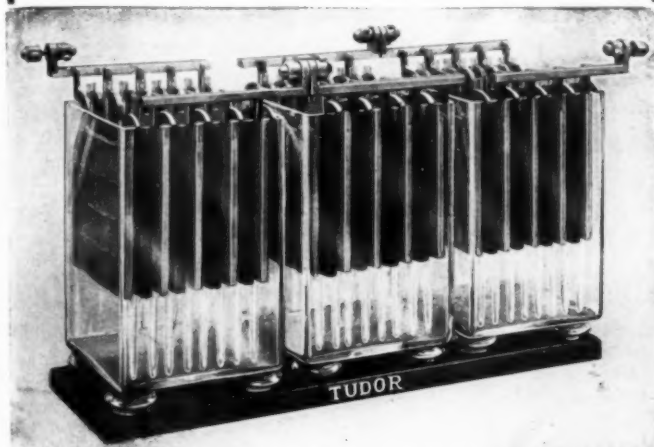
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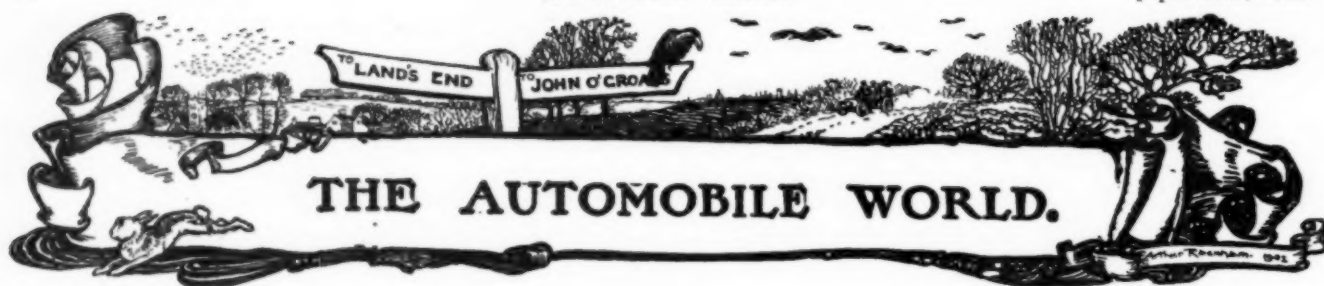
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SHORT SUMMER TOURS.

TOURAINÉ AND FINISTERRE.

MANY people are deterred from going abroad, when a short motor tour only is contemplated, by the feeling that ten days or a fortnight is not nearly a sufficient time to allow for the purpose; and that it is too great an undertaking for such a short holiday. Having once suffered from the delusion and recovered from it, I can fully sympathise with the feeling, but strongly urge all whom it may concern bravely to make the plunge, as I feel convinced that they will never regret it. The complete change of scene makes the holiday of much greater benefit and delight than if spent in one's own familiar country, and the ten days appear to be quadrupled, so much of variety and interest has been crowded into them. Of course, it is impossible, moving on from day to day, to get more than a fleeting impression of the places one visits, but those impressions will be very vivid, and the spots which make particular appeal can be revisited at leisure another time. Just as a broad, impressionist study of a landscape conveys the charm and atmosphere often lacking in a very detailed picture, so does the motorist, passing from place to place, get a truer impression of a land and its inhabitants than the traveller who spends weeks in one or two of its towns, sight-seeing daily with laborious care. On the highways he is brought into daily touch with the people, constantly receives fresh mental pictures of their life at work and play, their thrift or sloth, their treatment of animals, their care of children, their simple piety or superstition, and often carries away pleasant memories of their courtesy towards

the stranger in their midst. However short the holiday, the daily distances mapped out should never be so great as to necessitate continuous speed, and allowance should always be made for frequent stops to photograph or inspect at close quarters any spot of special beauty or interest. About one thousand miles on Continental roads can be covered comfortably within a fortnight, and the tour dealt with is fifty odd miles over this only, yet the variety of scenery passed through and the number of interesting and historic places visited make it seem impossible to be contained in such a comparatively short circuit.

It may be of practical interest to know that this particular trip was undertaken by a party of six, using two elderly Wolseleys, a

15 h.p. and an 18 h.p. All the luggage required was carried on the cars, and this is undoubtedly the only method compatible with enjoyment, for if trunks have to be sent by train and met at given places all freedom of movement is interfered with, and thus one of the great charms of motoring is destroyed. Much fewer clothes are required by the ladies of the party for a tour of this description than for a stay of the same length at a given place, as variety need not be a consideration; and, as far as possible, unpretentious and quiet hotels were chosen. Indeed, several of them could not be described by any name more glorified than that of "inn," but everywhere we stayed we found spotless cleanliness and a good cuisine. The mileage covered every day varied according to our inclination and to the amount of sight-seeing we chose to combine with it, and could, of course, be altered at will. We have always



W. G. Meredith.

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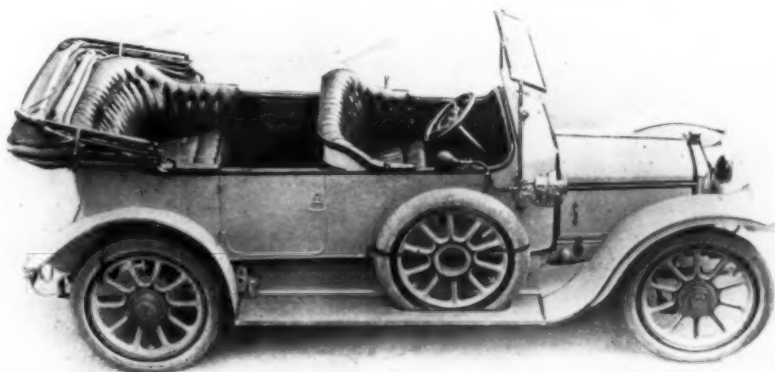


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"Mercury" body, as illustrated above, with raked steering (painted and trimmed to clients' own colour selections) 80-0-0

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found it most satisfactory to settle on only three or four places as definite stopping-places, preferring, for the other nights, to pull up where the fancy seized us on our line of route. Our totals were as follows (and lest some of them seem high, I might point out that on French roads 100 miles entails far less fatigue and strain than 50 miles in England) :

	miles.
1st day, Havre to Chartres	145
2nd " Chartres to Tours	89
3rd " Tours to Amboise, Blois, Chenonceaux and back to Tours	87
4th " Tours to Nantes	135
5th " Nantes to Quimperlé	142
6th " Quimperlé to Guingamp	140
7th " Guingamp to St. Malo and Mont St. Michel	120
8th " Mont St. Michel to Caen (<i>via</i> Bayeux)	102
9th " Caen to Havre	92

1,052

Adding another two days for the drive to and from Southampton and the crossing, there is still a balance of three days in the fortnight's holiday for rest, or delays on account of weather. In the tour described no engine trouble of any kind was experienced, but one of the cars burst three tires and had two punctures, while the other car, over the same roads with practically the same weight, and with tires of much the same make and condition, had no trouble at all—a curious instance of the luck of the road !

The first part of the tour, by steamer from Southampton to Havre, and thence to Rouen, is too well known to need description ; yet it is worth noting that the lower road from Havre through Lillebonne to Caudebec should be taken, as being of greater interest than the other. If the tide has been kind and the Customs formalities at Havre soon completed (as is usually nowadays the case, thanks to the splendid arrangements made by the Royal Automobile Club), there is ample time at Rouen for feasting not only the inner man, but also the eye and mind with the glories of one or two of Rouen's fine old churches and the delicate stonework of the Palais de Justice ; thence on by a road very suitable for speed, one travels through forest and over wold, to the town of Chartres. Imposing even at a distance, by virtue of its fine position on the only eminence in the vast plain it commands, the dignity and beauty of Chartres Cathedral is indescribable, and though we have been fortunate enough to visit it many times, ever afresh does its grandeur strike us into awed wonder and the jewels of its stained glass reveal fresh beauties. No tour in France can be complete that does not begin or end with Chartres. The Hôtel du Grand Monarque is (or was) delightfully old-world (it was in process of alteration when last visited), and the noisy, snorting, shrieking trams which crawl through the streets of the old town are positively prehistoric ! Thence *via* Chateaudun and Vendôme, a run of about ninety miles, brought us to Tours, which for two days formed a centre for visiting the Chateau country. A circuit of about eighty miles the next day enabled us to see and visit Amboise, Blois and the lovely Chenonceaux



W. G. Meredith.

QUIMPER.

Copyright.

while, *en route* for Nantes the following day, Azay le Rideau and the interestingly furnished Langeais were inspected.

The road through Mans to Nantes by the Loire is a delightful one, and the arrival at our destination was made memorable by a gorgeous sunset, which, reflected in the wide, smooth river on our left hand, turned the world as well as the sky above it *couleur de*

rose. After a stroll through the town and a visit to the cathedral, the next morning we left for Quimperlé by way of Vannes, and found poor roads and less interesting scenery for some distance ; in fact, the dilapidated hovels, broken stone walls and general shiftlessness of the inhabitants reminded us of parts of the "distressful country"—a resemblance increased by the large part apparently played in their home life by the domestic pig ! At La Roche Bernard we were delayed, much to our delight, by the fact that it was market day, and the quaint suspension bridge only having room (and apparently strength !) for one vehicle at a time, we had to wait until an ancient man with a bell solemnly tolled us across. Entering the market-place, we felt we were driving on to the stage of a well-produced musical comedy, as all the men wore black velvet coats and broad-brimmed beaver hats with streamers, and the women were decked in picturesque white *coifs*. After leaving La Roche Bernard the country becomes more undulating and wild, with stretches of gorse and heather, and after a stop at dirty and unattractive Vannes, a detour was made to see the Morbihan

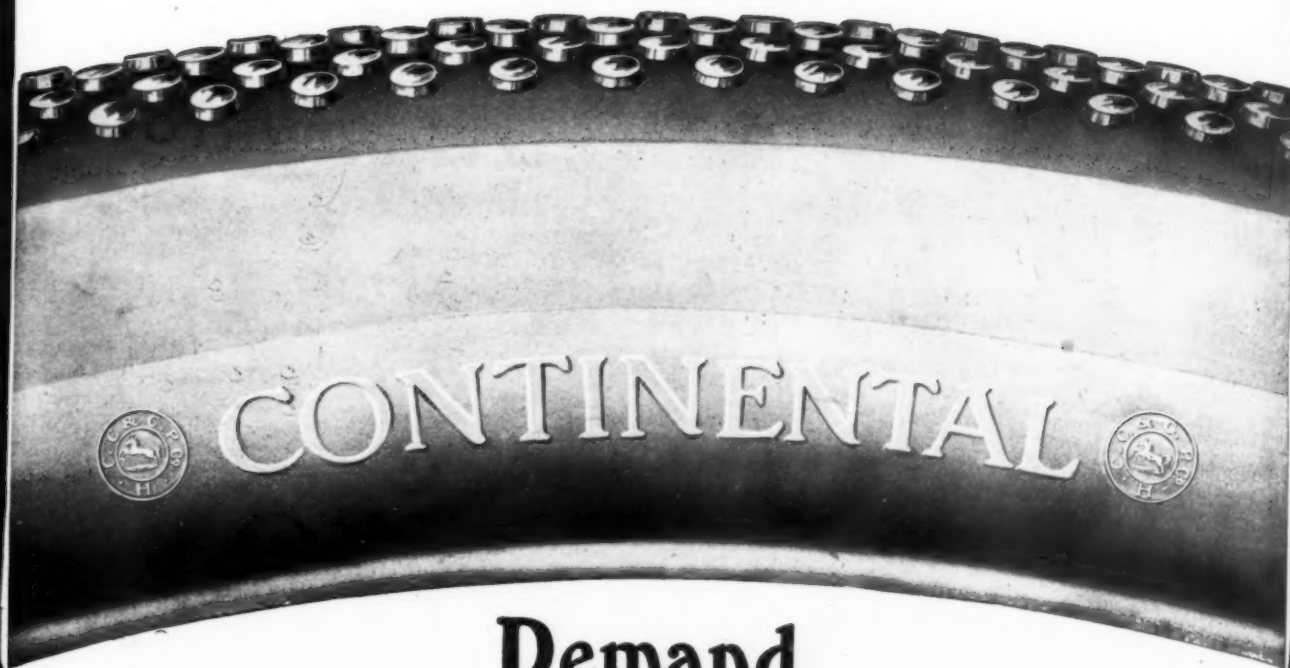


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Sea and Carnac, famed for its Druidical remains. Neither the country nor its mysterious stones were impressive, for though the latter are very numerous and arranged in curious rows, they appear small after the Stonehenge giants, and their position is vastly inferior. Hordes of begging children and abominable roads marred the run through Port Louis to Quimperlé, and we found the picturesque little place, with its clean though primitive inn, a haven of rest. We dined to the music of the river and the "clang of the wooden shoon," waited on by bright-eyed girls in the wide-spreading lace collars and becoming caps of the district.

From Quimperlé to Pont Aven, beloved (and rightly) of the artist, we wandered on next day to Quimper, and were more than compensated for the still poor surface by the fascinating glimpses we obtained of a lovely country and a primitive people. Sometimes a group of women spinning in a doorway, or a knot of men beating out the corn with flails, took one back into the past, and once we drew into the side of the road and waited while a funeral procession filed by—only a peasant girl, her coffin surrounded by her young playmates in white, led by acolytes with tinkling bells and the priest in full canonicals. At Chateaulin we stopped for lunch at an auberge, and the menu, a typical one for *zfr.*, is worth recording as an illustration of the cheapness with which one can live in that district. The meal was, needless to say, excellently cooked and served piping hot, though one knife and fork had to suffice for all the courses! *Menu*: Oysters, tomatoes or melon; cold meat; whiting maitre d'hôtel; calf's liver with a brown sauce; macaroni cheese; cutlets and fried potatoes; gaufrettes; dessert; white and red wine. Yet such is the British longing for roast beef and boiled potatoes that our chauffeur's only complaint to his friends about the trip was that he had had "nothing fit to eat while he was abroad"!

Le Fallout, on its lovely creek, charmed us, and we turned regretfully from this enchanting spot inland to Landerneau, back to fine roads and the land of hedges and smiling, prosperous orchards reminiscent of Devonshire. We stopped at St. Thégonnec to see the old church and its interesting fourteenth century Calvary, and regretted that we had not time to explore some of the villages that lay northward of our route and the famous Calvary of Plougastel. At Morlaix we paused to see the quaint old houses, but were made more acquainted with its deformed beggars than was enjoyable; so we travelled on to Guingamp for the night, on an excellent new road with wonderfully well-engineered, curving ascents

and descents, the old, disused, steeper way being easy to trace. Beyond Guingamp the country became less interesting and the roads poor round Dinan, fewer peasants in costume were observed, and the caps, anyway, are much less attractive than those of the Finistère we had left behind us. After a glimpse of the social world at Dinan, we drove by way of Dol and Butorson, back into the centuries to sleep at Mont St. Michel, and regretted not having time to do more than glance at the fine old thirteenth century church at Dol, very imposing in its unrestored simplicity.

Next day, after one of Madame Poulard's omelettes, for which the hotel on the Mount is famed, we inspected the magnificent and interesting collection of buildings—which were, however, quite spoilt for us by the hordes of tourists who swarmed through them, and no one should visit the Mount during the holiday season who does not revel in personally conducted parties of enormous size. The cloisters, refectory and knights' hall are perfect of their period, and it is marvellous to think that most of the materials were brought from quarries on the mainland over miles of shifting sand. The present causeway out to the Mount is an excellent road, but there is no garage on the Mount and the car had to be housed about a mile away on the mainland.

The roads on to Avranches and Ville-Dieu are excellent, and led us through a beautiful undulating country of thatched cottages, blazing flower gardens and loaded orchards, to Bayeux—a sleepy, clean town, approached by great straight avenues of elm and poplar. We rested in the quiet old-world garden of the Hôtel du Luxembourg, inspected the interesting tapestries, then went on to Caen for the last nights of our holiday. The churches of St. Pierre, of lovely exterior, and St. Etienne, which appeared to be pure Norman and little restored, rewarded us for enduring the somewhat unattractive hotel, which we left without regret the following day for Havre. We drove *viâ* Cabourg and Dives-sur-Mer, where we struck the prettiest little inn we had ever come across—the fascinating, sixteenth century "Guillaume le Conquérant." Much of the "antique" contents of its fascinating courtyard is, we are told, "faked," but the general effect is so enchanting that one is not disposed to be too critical. Abominable and winding roads led into fashionable Trouville, but farther on a better-surfaced and lovely descent took us to Pont Audemer, where we had an excellent lunch at the Lion d'Or, and then ran on to Quillebeuf and caught the three o'clock ferry across the Seine (they leave at the hour from the south side, and

Touring Talks. No. 3.

There was a time, some twenty or thirty years ago—and how remote it seems now—when it was quite the fashion to spend one's holidays on a driving tour, either in a dogcart for two, or in a small waggone with the family aboard. And if one managed to cover thirty miles or so in the day, one was tolerably pleased, and felt a certain glow of satisfaction at having crossed a county without the aid of the railway. How different to-day! The car pulls up at the door after breakfast, and luncheon is taken 100 miles away. Our tight little island has shrunk so much since the perfection of the motor car that if the motorist desires to lay his head in this or that county before nightfall there is none to say him nay—except the tyres. Inferior tyres will wreck the most promising trip. Vain the craft of the engineer if the tyres prove faulty. Ensure undiluted pleasure and care-free travel by fitting the famous

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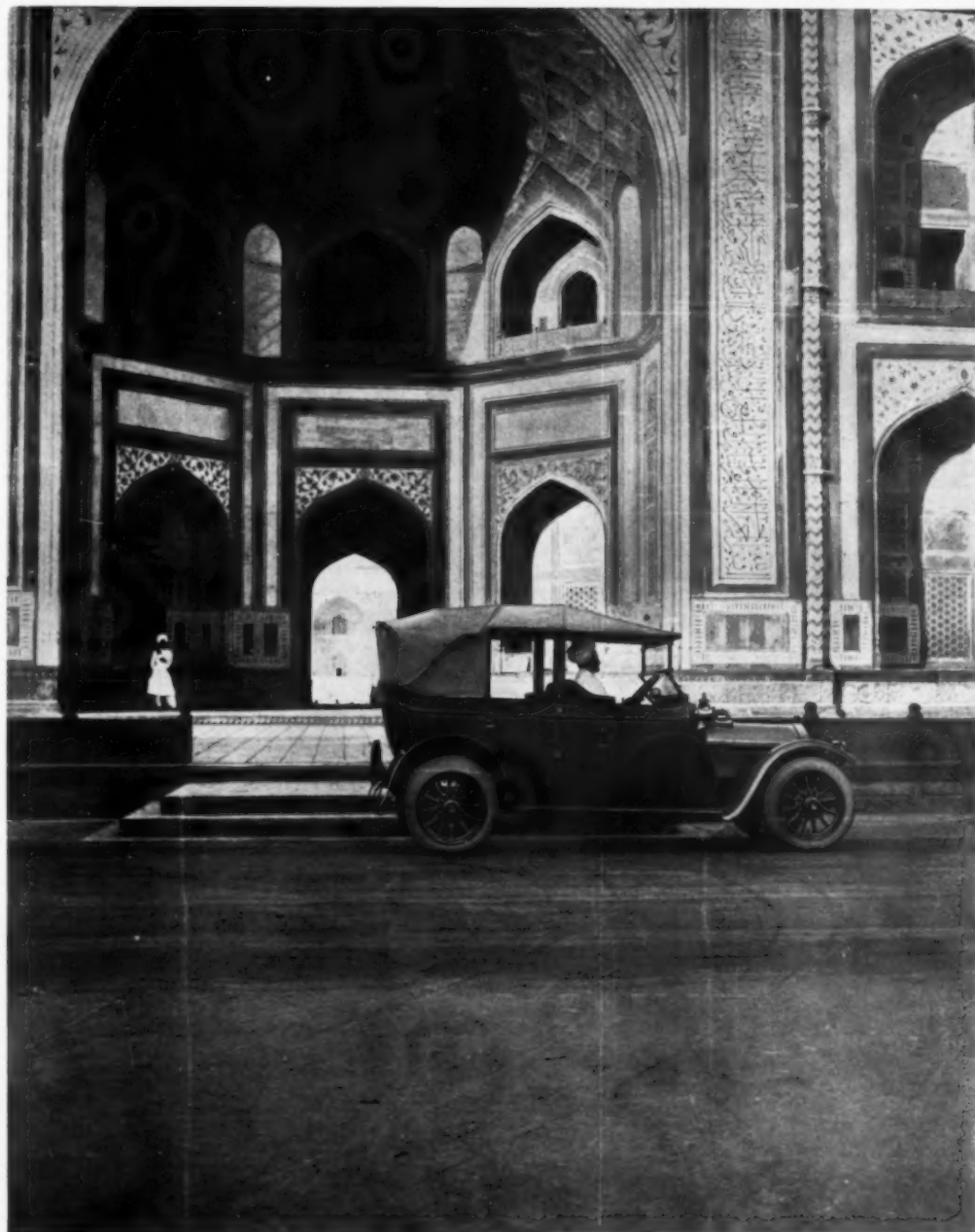
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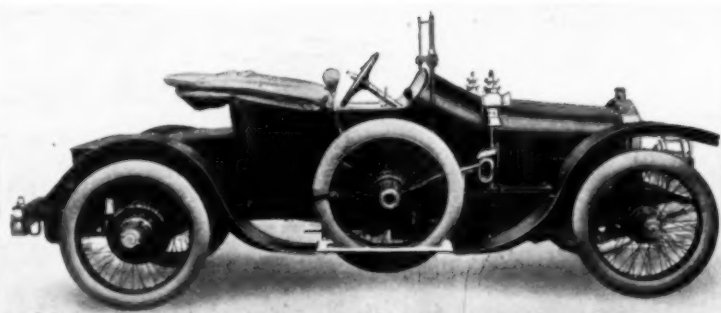
ply to and fro all day). On the north side of the river we found better roads, but the first bad weather we had experienced, and torrents of rain between Lillebonne and Havre tempered our great regret that a delightful holiday had come to an end.

P. M. A.

CARS ON THE ROAD.

THE 15 H.P. STRAKER-SQUIRE.

THE fact that Messrs. Sidney Straker and Squire have been for the past five years devoting all their energies in the pleasure-car line to the production of a single model caused us a week ago gladly to accept an invitation to make trial of the latest 15 h.p. Straker - Squire car. One of the best features of the Straker-Squires of 1910 and 1911 was the smooth running of the engine at all speeds, there being at fifty miles an hour but little more vibration from the motor than at the legal limit. In those earlier models, however, the bore and stroke of the four-cylinder engine were, respectively, 87m.m. and 100m.m., and it seemed possible that the increase of the stroke to 120m.m. might have militated to some extent against the smoothness of operation.

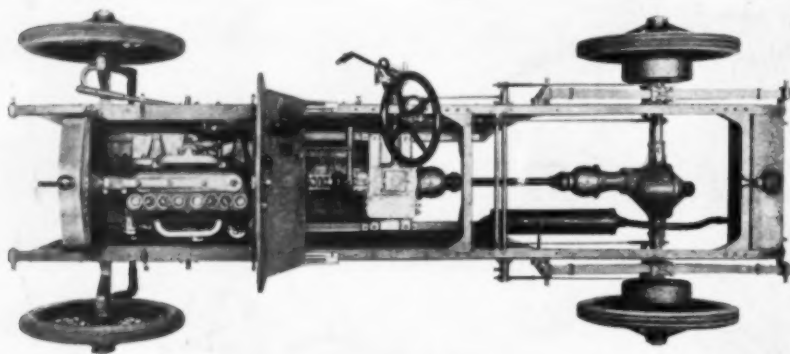


THE 15 H.P. STRAKER-SQUIRE AS A TWO-SEATER.

So far from this being the case, we may say at once that in the 1913 engine the old sensation of solidity made itself felt from the commencement of our test, and over roads good, bad and indifferent, in the southern counties, we never once had occasion to regret that the short-stroke policy had been abandoned.

In the thick of London traffic we found the car possessed of a docility which enabled it to be driven comfortably on top speed behind slow-moving vehicles, coupled with a capacity for speed-acceleration which enabled us promptly to take advantage of any opportunity which presented itself for improving our position. The ten-mile limit in Putney High Street was negotiated on top gear well within the speed allowed by law, and at the end of the scheduled distance the car, with but a slight touch of the accelerator pedal, went away up Putney Hill as if its gradient were non-existent.

In the course of our run to Lyndhurst, which we made our headquarters, we were able, to some extent, to test the car's speed capacity along the top of the Hog's Back, and to note how the suspension system behaved on the poor road surfaces west of Farnham. With regard to the springing of the latest Straker-Squire,



THE STRAKER-SQUIRE CHASSIS

"The Honour of the Road."

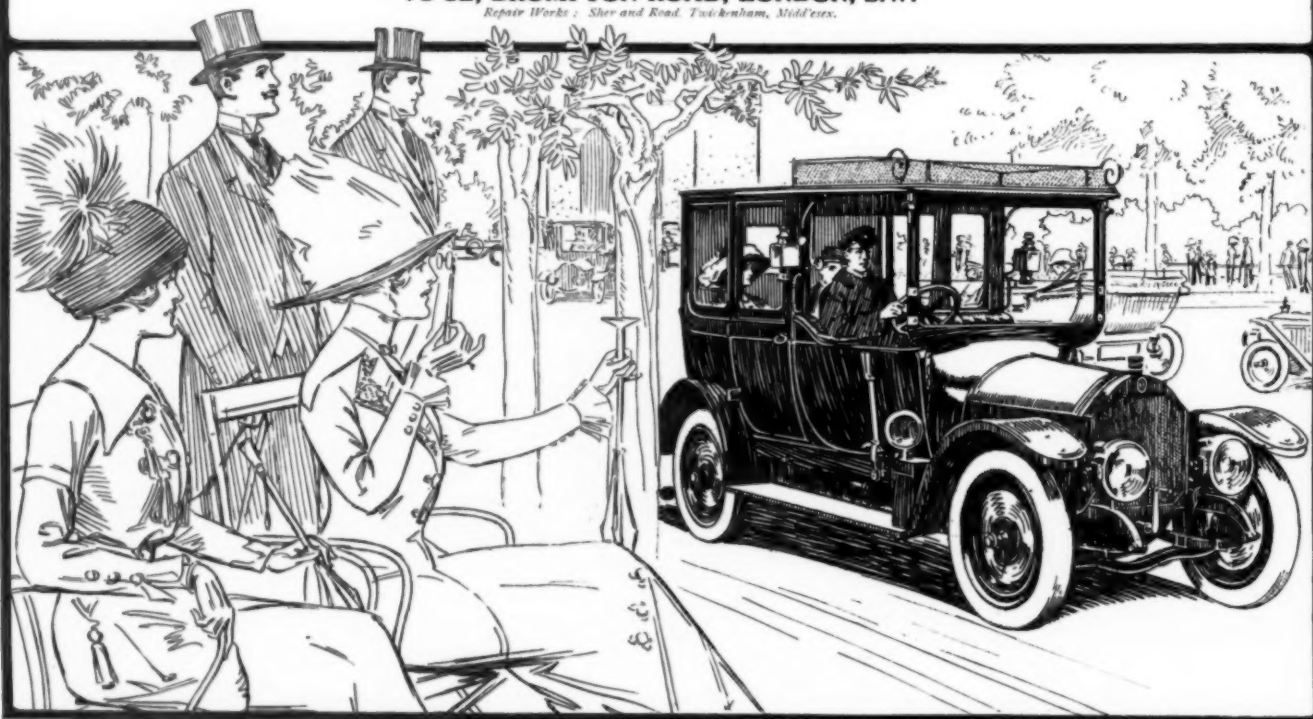


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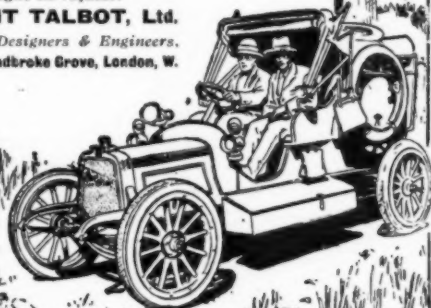
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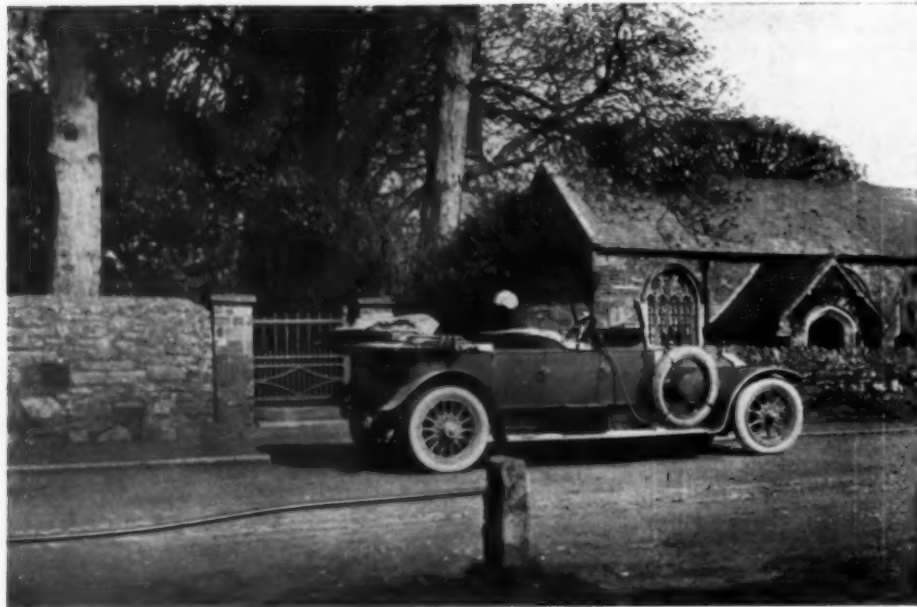
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a very considerable improvement over the earlier patterns is noticeable. In the models of two or three years ago we had occasion to criticise the shortness and comparative inflexibility of the front springs, but that weakness in design has now been overcome, the suspension, both front and back, being altogether admirable.

On the second day of our trial we drove from Lyndhurst through Ringwood, Wimborne and Wareham to the coast at Lulworth, the latter portion of this stage affording us ample opportunity of proving the handiness of the car in narrow country lanes. The lock of the front wheels is quite satisfactory, and should enable even acute hair-pin turns to be taken without difficulty. The flexibility of the engine was put to a severe test in the Dorsetshire lanes, need frequently arising for the speed to be reduced

almost to a walking pace. From Lulworth we retraced our wheel tracks to Wareham, and thence proceeded through Bournemouth, Boscombe and Southbourne to Christchurch, and so back to Lyndhurst. The petrol consumption on this day's circular tour worked out at approximately twenty miles to the gallon, and we think that on anything like a straight-away run an average of twenty-two or twenty-three miles to the gallon should be easily attainable.

We seldom had occasion to change down from top gear, every hill capable of being approached at reasonable speed being easily surmounted on "top." When, however, we did call the second gear into play (first speed was never used) we found that the change could be made without difficulty and in absolute silence. On more than one occasion in the South Coast lanes we came upon farm carts and wagons which rendered necessary the sudden application of the brakes; these we found most efficient in every respect.

Turning from the car's behaviour on the road to its mechanical features, we may mention that the bore and stroke of the engine

the four cylinders of which are cast in one, are respectively 87m.m. and 120m.m., the valves being all on one side; adjustable tappets are provided. The cooling water circulates on the thermosiphon principle, and a fan is fitted behind the flat tube radiator. The carburettor is of the Ware automatic type, and the admission of the mixture to the cylinders is controlled by hand-throttle and accelerator pedal. A Bosch high-tension magneto, driven through a spring coupling, is installed in an accessible position, the timing of the spark being variable by means of a lever on the top of the steering column.

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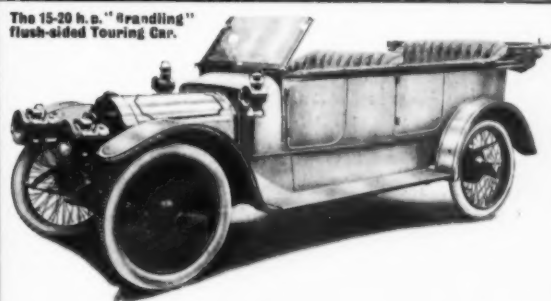
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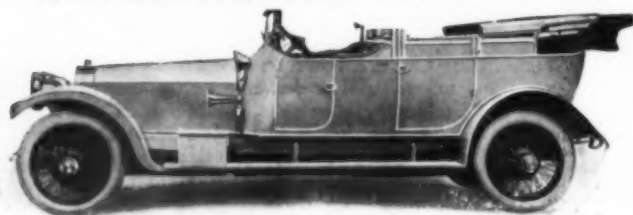
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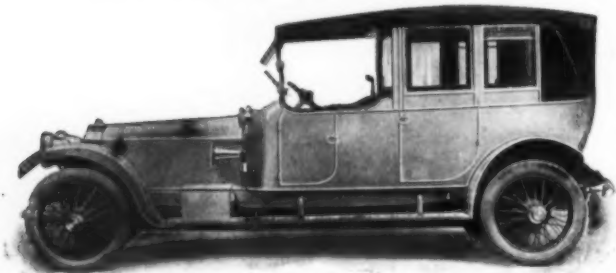
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THE recent record achieved by a 25 h.p. Talbot in covering 103 miles 1,470yds. in an hour at Brooklands has not been allowed to remain long unchallenged. On April 12th, Mr. Boissy's Peugeot, which, it is stated, has a bore and stroke of 110m.m. and 200m.m. respectively, established a new record of 106 miles 387yds. for the same time. Fresh records were also set up for fifty miles, 100 miles and 150 miles, the times occupied in covering these distances being 28min. 18.65sec., 56min. 29.93sec. and 1h. 28min. 35.67sec. respectively. Jules Goux and Georges Boillot were the drivers.

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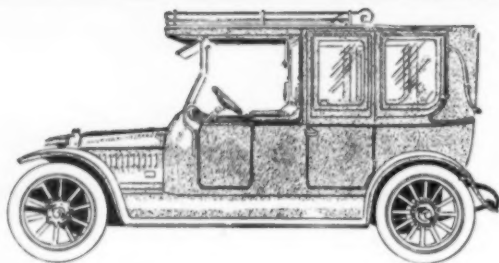
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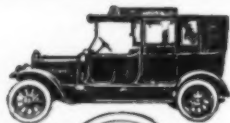
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been considered impossible a year or two ago. Angela was the only Wolseley-engined boat at the meeting.

ADVICE FOR INVENTORS.

Under the auspices of an advisory committee consisting of a number of well-known men in the motor world, a company, entitled the London Chamber of Motor Experts, Limited, has been formed to give unbiassed advice relating to the automobile industry to inventors and others. On payment of a small fee, the opinion of the committee can be obtained, not only in connection with new patents and inventions, but also in regard to the development of existing businesses, in cases where financial assistance is required or where advice is desired prior to money being found. The address of the company is 13, Finsbury Circus, E.C.

ITEMS.

Messrs. Humber, Limited, inform us that they have instituted a system of easy payments for Humber motor-cycles by which the purchase price can be extended over seven or twelve months at the buyer's option, the total amount of the payments being only slightly in excess of the cash price. The firm are able to give immediate delivery of any model.

The annual inter-club meeting of the R.A.C. and its associated clubs will be held at Brooklands on May 31st. An attractive programme has been arranged, and numerous cups have been offered for competition. A novel feature of the meeting will be a raffle, without entrance fee, for a number of free passenger flights on aeroplanes.

For the second year in succession Mr. Edgar Stafford, the vice-president of the Manchester Motor Club, has won the club's annual reliability trial with his 15 h.p. Napier.

As some railway companies are adopting the dangerous practice of opening only one gate at their level crossings, the matter is being considered by the R.A.C. Legal Committee, who will be glad to receive information as to cases of the kind.

We have received from Messrs. Clement-Talbot, Limited, a copy of a souvenir album which the firm has compiled to commemorate the historic achievement of a 25 h.p. Talbot in covering over 103 miles in an hour at Brooklands. The album is beautifully produced and illustrated by over one hundred photographs. Copies can be obtained from the firm at Barby Road, Ladbroke Grove, W.

Three Humberettes took part in the reliability trial for passenger-carrying motor-cycles and cycle-cars held by the Birmingham M.C.C. on Saturday last. The trial included ascents of the Old Wych Cutting, near Malvern and Birdlip and Sudeley Hills. All three Humberettes climbed every hill and were awarded medals.

We have received from Messrs. Brown Brothers a booklet illustrating the various types of their well-known Gabriel horns and the proper method of fitting them to a car. Their Rebound Snubber, which has recently been improved in several ways, is also dealt with in detail.

Eighteen cars took part in a reliability trial held by the Canterbury (New Zealand) Automobile Association on March 7th and 8th last. The route was from Kaikoura to Christchurch and back. In the open class the winner proved to be Mr. W. B. Scott, who drove a Vauxhall and was awarded the gold medal and certificate for reliability and also the first prize for petrol consumption. A Panhard and a Cadillac also made non-stop runs. The fording of rivers appears to have caused many cars to lose marks.

The Atlas Syndicate have received orders from the Royal Flying Corps and the Belgian Army for the supply of a number of the "Empty-Quick" tank fillers, the ingenious device for avoiding waste of petrol recently described in these columns.

Owing to recent increase in business, the Métallurgique Company of 110, High Street, Marylebone, and Cricklewood, have just opened new West End premises at 237, Regent Street, W., situated at the corner of Prince's Street. This department, for sales only, is under the management of Mr. Alan R. Fenn, who has for six years been associated with the firm. The premises are decorated in Empire style, according to the designs of Mr. Gilbert Scott, grandson of the famous architect of the same name. Overhead are the board-room, offices, and so on, the works being at Cricklewood, where further developments are taking place.

The photograph of a Wolseley car reproduced on the previous page was taken on a road little known to the average motorist. It crosses a splendid stretch of country covered with gorse and heather, bracken and fern, between Rugeley and Cannock, and though the surface is somewhat poor, it is quite negotiable.

Owing to the constant flooding of the low-lying parts of the road between Egham and Windsor the R.A.C. has been in communication with the local authorities with a view of arriving at some means by which the danger to traffic can be lessened. At the suggestion of the club it is now proposed to erect warning notice when the road is impassable by motor-cars.



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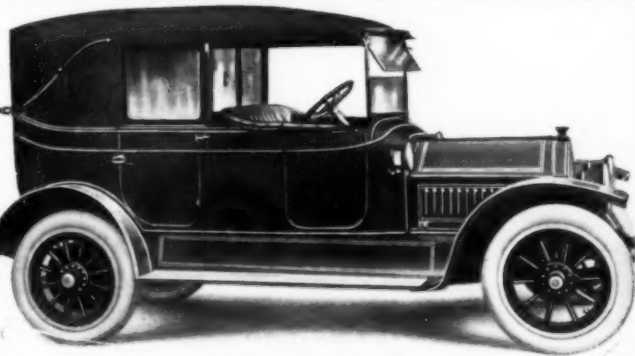
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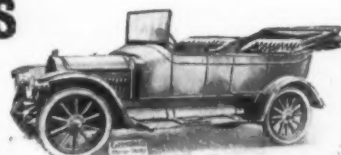
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BAGS OF A HUNDRED YEARS AGO.

AN interesting record of the size of the bags that were usual, as indicated by the mention of one that ranked as remarkable and even as unique a hundred years ago, is given in a letter of the Hon. George Spencer to his brother, written from Althorp, the home of the Spencers, in 1820. It is quoted in the "Correspondence of Sarah Lady Lyttelton," as follows: "Our country here is very much improved in the shooting way. . . . The greatest day we have had here was on Harleston Heath, 100 head, and in Nobottle Wood 92, in both of which, with tolerable shooting, half as much more must have been killed; it is the first bag in this country that has ever amounted to three figures." By the word "country" in this connection it is probable that we are to understand "district," perhaps nearly equivalent to "country." Although Captain Spencer, to whom he was writing, was abroad at the time, it is not to be supposed that he was claiming a hundred head as a record bag for all England. This "Nobottle Wood" figures often in Lady Sarah's letters to her favourite brother Robert, the sailor, and was evidently one of those admirable coverts which might be beaten again and again throughout the season without exhausting its possibilities, though the probabilities of sport might be small. "Papa is gone," writes Lady Sarah, "to beat for a cock in Nobottle Wood, that old and thankless business!" However, on this occasion the good old wood proved better than the young lady's expectation, for the very next day we have her writing to the same correspondent: "Papa charged me not to omit to tell you that he had excellent sport yesterday in Nobottle Wood. They actually brought home three woodcocks, besides a few hares, a squirrel, an owl, and a cartload of mud at least, well spread over every part of them." This letter is of date nine years earlier than that recording the hundred-head day, so there is some ground to suppose that pheasants were reared and turned down in the famous covert in the intervening years. In another letter Lady Sarah writes of her father returning from Holkham, belonging to "Mr. Coke of Norfolk, later the Earl of Leicester, mightily pleased with himself because in four days' shooting he had killed fifty head to his own gun."

COMPARISON WITH A FRENCH BAG OF PARTRIDGES.

Holkham, with its light soil, must always have been an extraordinary country for game, even before "Coke of Norfolk" and the late Lord Leicester turned so much attention to its development; but probably until quite recent years the quantity of the game, and especially of the partridges, killed and reared in France was much greater than in England, generally speaking, over the same areas. It is as far back as 1666 that we find Pepys, the Diarist and Clerk of the Acts to the Admiralty, recording how "Sir Robert Long told us of the plenty of partridges in France, where he says the King of France and his company killed with their guns, in the plain of Versailles, 300 and odd partridges at one bout." Exactly what he means by "one bout" is not quite clear. Perhaps it is probable that he means "in one day." Certain it is that it does not mean "at one drive," for they did not drive. Their guns were not quick-loaders. It is to be observed how carefully he notes that it was "with their guns" that they made this bag, which was evidently deemed a remarkable one (and no doubt was so) at that date. Perhaps we should assume that he makes such a point of the birds being killed with the gun in order to show that they were not hawked, for it may well be that in course of a year at that date nearly as many partridges were killed by hawking as by shooting.

IMPROVEMENT OF THE GROUSE ON ISLANDS.

It is always interesting to hear of cases in which a stock of grouse has been much improved in conditions where the advantages which follow the introduction of driving, in place of shooting over dogs or when walking up the birds, have not had their opportunity. Not very long ago we were noticing how much had been done on one of the shootings in the island of Arran in the way of an improvement of this kind. We are now informed by a correspondent

of a rather similar increase, though not quite so remarkable, that has been effected in the island of Hoy, in the Orkneys. Years ago the grouse, there as elsewhere, were left to the untempered mercies of Nature, which included the tender mercies of a large number of various birds of prey. Then a shooting tenant came into possession who took an intelligent interest in working up the birds, with a success which resulted, as we understand, in something like four grouse being reared to one that used to survive under the "let alone" policy. There was no great mystery about the means employed to such good effect. The vermin were checked—to use the term "killed down" would probably be very misleading in application to that island, with its tremendous cliffs and the harbour that they afford to many enemies of the grouse—the heather was more or less burned; and perhaps that is about all that could be done for the birds by the care of man.

BIRDS OF PREY MAKING GROUSE UNWILLING TO FLY.

Driving on Hoy was obviously impossible, if only because, as one who has shot there a good deal informs us, "the birds were afraid to fly." The hen-harriers would go quartering the ground after their manner, in pairs, which leaves scarcely a foot of it not well examined, and if a grouse had the audacity to show himself above the heather, he paid the penalty with his life. It has been suggested that it is the fear of birds of prey which has made the grouse so remarkably tame in Arran also, and in other of the islands all round the Scottish coast, but it is perhaps more likely that this tameness is less due to fear of showing themselves on the wing than to the soft climatic influences, for it is to be noticed that all the small birds evince wonderfully little fear of man compared with those of the mainland. In Caithness the grouse lie closely enough to be shot over dogs all through the season if the weather be calm and warm; but they are by no means so unwilling to rise as on some of the West Coast islands.

THE NATIONAL RIFLE ASSOCIATION.

It is a matter for congratulation that the Council of the National Rifle Association has made a number of changes in the rules governing the Bisley Meeting which are all in the direction of popularising the competitions and simplifying the conditions. By far the most important is that which extends to members of civilian rifle clubs the right to compete in the Grand Aggregate and the Service Rifle Championship Aggregate. They are also allowed to shoot in the first stage of the King's and the St. George's as a necessary qualification for the former-named competitions.

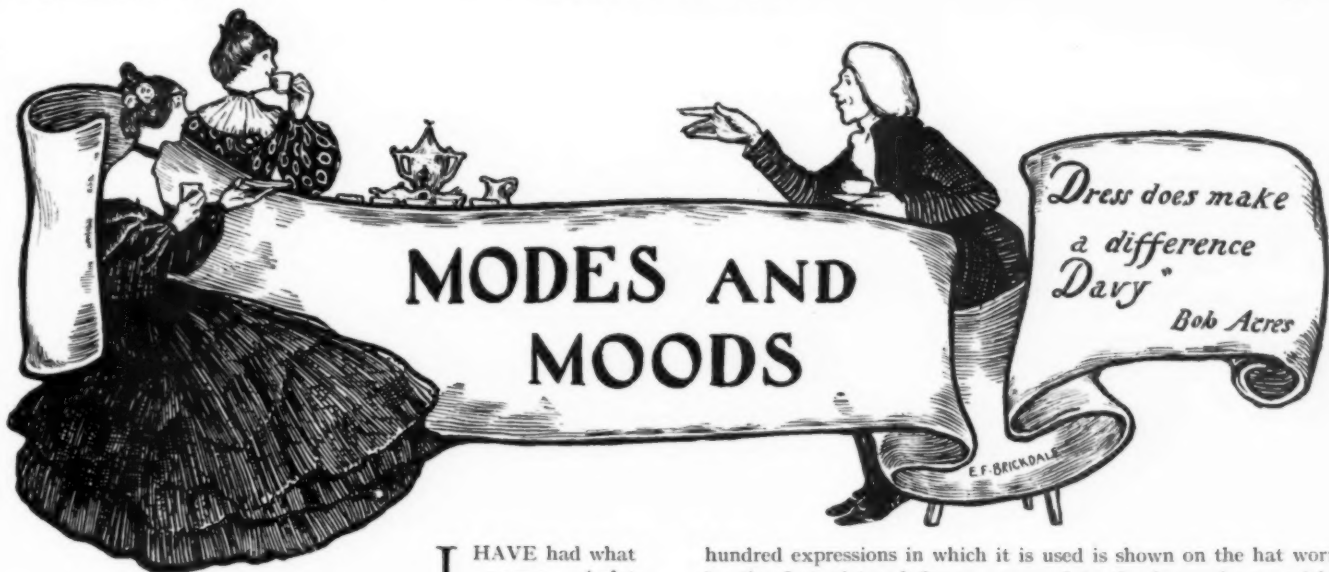
THE CLAY BIRD CHAMPIONSHIP.

Thursday, Friday and Saturday, June 26th, 27th and 28th, have been chosen for the twenty-first annual Championship Meeting of the Clay Bird Shooting Association, which will be held in the grounds of the Middlesex Gun Club at Hendon. The programme is now being prepared, and it has been decided to reduce the shooting distances from eighteen yards to seventeen. The articles of the Association have recently been added to, and the most important provision is for inter-club competitions on the application of six or more affiliated clubs. A silver medal will in future be granted to clubs with twenty or more members and a bronze medal for not fewer than ten members. The offices of the Association have been transferred from Aldersgate Street to 8, Bream's Buildings, Chancery Lane, E.C.

CORRESPONDENCE.

LONG-DISTANCE WIRE CARTRIDGES.

SIR,—Re my article on plover-shooting in COUNTRY LIFE of January 25th last, permit me to make a correction. I was not aware at the time that the business carried on by Messrs. Joyce has passed into the hands of Nobel's Explosive Company at Kingsway House, Kingsway, London, W.C., who are prepared to supply the wire cartridges as before. With the cylinder barrel of a join. 12-bore loaded with Joyce's cartridges I shot three wild ducks grouped together at 80yds. and a single bird at 70yds. They are invaluable, not only for extra long shots on water, mud, etc., but also for delivery at a mass of flying fowl.—G. GARROW GREEN.



I HAVE had what some might deem a surfeit of dress-shows this week. But, as a matter of fact, these displays have interested me hugely. And in the main, the impression left of clothes, as a whole, is that they are by no means as eccentric as they were, or as some chroniclers of fashion would have us think. The majority, indeed, are extremely lovely, more especially, perhaps, evening gowns. The variety of styles is so amazing. On the one hand, for instance, there will be a scheme of pearl white satin, merely relieved by a *doublure* of shell pink that only reveals its presence as the wearer moves, or the train, perhaps, rolls over. And, on the other, a gown of simply gorgeous colourings, that one can but liken to the plumage of some tropical bird. The draperies are perfectly wonderful—of a subtlety that is indescribable. Many, too, on close investigation, are so extraordinarily simple, merely lengths of material handled with consummate skill, many suggesting the idea that they have been dropped casually on to a foundation of satin. Of such, for example, was a young girl's dance dress of blue tulle, the corsage stitched with graduated lines of turquoise, the tunic of which dropped low either side over a slim skirt of ivory satin.

Pour les jeune filles, also, there are some sweet afternoon frocks of self-coloured voile in very delicate colourings, such as hyacinth mauve, hydrangea and peach-blossom pink, that are made up either with the selvedge edge or a narrow binding of ribbon, a filmy lace collar, guimpe or fichu imparting the requisite note of fragility to the throat. A silhouette of frequent occurrence is a flat fichu drapery, carried close to the throat and leaving a suspicion of a "V" at the back, but widening in front, the hiatus being there filled in by a clear vest that is carried in a perfectly straight line across the base of the throat.

The extreme fragility of some of the net slips, arranged to complete the popular three-piece suit, is almost incredible, and is directly responsible for the introduction of a new and infinitely dainty *cache-corset*. This is variously expressed in rather heavy laces, lightened by inset *motifs* of Valenciennes, and just reaches to the waist, while at the shoulders it is upheld by straps of ribbon. But the whole question of *au dessous* at the moment exacts the closest attention. A little camisole with short petticoat attached is a favourite garment for wearing over the corsets, while for the prevailing slit-up skirt, those interested in petticoats are straining every nerve to supply *jupons* sufficiently filmy to be worn under the clinging draperies. There is no disguising the fact, however, that petticoats, speaking generally, are out of favour, their place being taken by the daintiest of satin *culottes*.

At an establishment renowned for its irreproachable ladies' outfitting they are showing a very short, wide leg *culotte* of satin, trimmed with two narrow frills of the same, the detachable linen batiste lining being finished with a fine Valenciennes edging. And these people are likewise very much interested in the creation of the above-mentioned camisoles. As I have said, one's *au dessous* is a study in itself, and is certainly of a character to confound some of our country cousins who are meditating a yearly shopping expedition, conjoined with a dutiful visit to the Academy, and a few theatres, etc. Nor will their amazement be less over the weird feather mounts on the hats, the gourah and osprey arranged wreath-wise, with the fronds standing outwards as though swept by the wind. These trimmings are distinctly a little mad; nevertheless, they have captured the taste of the moment, and are in the greatest request, though scarcely more so than tulle, which is proving up to the hilt the valuable millinery asset prophesied. One of the

hundred expressions in which it is used is shown on the hat worn by the first pictured figure, arranged in the form of an upright *ruche*, held round the base by a careless fold of beige-coloured ribbon, a black osprey standing erect at the back. The gown is destined for afternoon wear, or it would do specifically for the Private View of the Academy, the first week in May, which is always such a representative gathering. A scheme of colouring that may be



HAT AND GOWN FOR THE AFTERNOON.

suggested with every confidence is myrtle green brocade, the fronts opening on a little panel of sand-coloured charmeuse, of which the sleeves are also fashioned. The fichu is of the finest ring spot net, arranged in soft folds with a frill at either edge. At the waist there is introduced a handsome buckle of rough gold set with Chinese amber and jet, while a feature not to be lightly overlooked is the group of tassels on the skirt. Tassels, I may mention *en passant*, are making quite a big bid for favour, both for dresses and mantles, and they certainly help to vary the monotony of buttons. The shoes and silk hose worn with this dress emphasise the sand shade, the former of suède, which grows daily in popularity, alike for the comfort it bestows and the smart appearance it presents.

It will be interesting to see how far the fancy advances over here for sandal-tied shoes. That Paris has taken up this vogue



A BEAUTIFUL DRAPED GOWN.

quite seriously and determinedly is certain; and outside the fact that it savours perhaps a trifle of the footlights, there is really nothing to be said against these ribbons meandering up the leg. The only wonder is they have not been essayed before, considering how essentially Empire they are. But footgear, anyway, is bound to make inroads into every dress expenditure. Although, as a matter of fact, there never were such opportunities for picking up bargains in this particular. But where one pair sufficed a year ago it is now necessary to have three or four or even more. And when one comes to the delicate satins and brocade evening models—well! as our American friends say, "there is quite a stiff proposition to solve." At one of the above-mentioned displays, where every detail of the toilette is accorded as much attention as

the gown itself, I was afforded a veritable education in evening *soulier*, which, I reflected, must have exacted a quite appreciable expenditure.

The evening gown selected for the second illustration, it will be agreed, is an exceptionally attractive inspiration. Over a simulated petticoat of cream net, stitched with hanging turquoise drops, each one set on with a diamanté dewdrop, there is arranged a drapery of pale blue satin brocaded with the palest yellow roses, the folds drawn up in front under a mammoth imitation blossom, surrounded by a little natural foliage. A feature of the pretty draped bodice, which is composed entirely of the jewelled net, is the way the right side is carried over the soft folded waistbelt, this fastening at the left side beneath a large cabochon of turquoise and mock diamonds, similar *motifs* capturing the folds at the top of the shoulders. Sleeves there are none, the bareness of the upper part of the arm being only relieved by three chains of turquoise and mock diamonds, although, if desired, the long stole ends of tulle falling at the back, and weighted with a diamanté tassel, can be drawn forward at the wearer's will. There is an adorable coquetry about these floating wing affairs which is indescribable; sometimes they are attached in the centre of the back, which reminds me to describe one of the most beautiful Court trains that I have seen this season. To begin with, the brocade for this *recherché* thing had been woven for the particular purpose, the design an exquisite replica of tulips congregating at the hem and gradually tapering off up either side. Slung from the shoulders, the upper part seemed to melt away into a foam of delicate chiffon, over which fell one of these wing scarves of filmy lace, the colour of delicate parchment, the centre dropping into deep folds, and just caught to a rather high waist-line by a beautiful diamanté ornament, really an accessory of the bodice. There is, by the way, a recently-issued decree respecting both the length and width of Court trains, both of which is curtailed, the length quite appreciably so. In the opinion of many this is regrettable, both from the point of view of appearance and the subsequent services to which they can be turned. However, the order has gone forth, and must necessarily be conformed to.

The "go-as-you-please" spirit with the length, style and general character of costume coats intensifies every day. No couturière's dictum can be accepted as final, no matter how high a position the authority occupies. *La Mode* is deliberately determined to be versatile, consequently the choice ranges from coatees, with bolero fronts and postillion backs and short, straight sacques, to quite full basqued models that recall the Louis periods, when the sword was worn as a daily accessory. At one of our most revered tailors there is being shown a coat modelled on the lines of the morning coats worn by the other sex. Naturally the mannish appearance is tempered by certain soft curves, but the black cloth used, together with the binding round all the edges with flat black silk braid, is typically reminiscent, and the similarity is further enhanced by a skirt of striped trousering cloth in shades of dark grey, while a little piqué slip vest completes the scheme. For the more dressy silk suits poplin is evincing a disposition to run *moiré* in close rivalry, and, frankly, there is nothing very exclusive about either. The lesser, alike with the greater, establishments are showing both, though, of course, allowance must be made for the difference of expression.

It would be difficult to suggest a better guide to clothes of the moment than the delightful catalogue, "Spring Fashions," just received from Messrs. Dickins and Jones, Limited, of Regent Street, W. The extraordinary diversity of styles in favour at the present time lends itself very kindly to purposes of illustration, and among a score or so of coats and skirts, to take the first subject in the book, there is not one that has not a distinct *cachet* of its own, while the wrap coat which plays such an important part in our wardrobe to-day, is represented in even greater variety, and adapted to every conceivable occasion of day or evening and town or country wear. Among the blouses there is one particularly pleasing garment in washing cotton *crêpe* embroidered in Oriental colourings, with an upstanding frill to the neck which expresses quite the newest development in this direction, and some original models are fashioned of printed *ninon* in rich Oriental colourings allied to plain silk in contrasting shades. Hats, tea-gowns, children's attire, etc., are all admirably illustrated, and the pages devoted to the ornaments and odds and ends which contribute to the finishing of a really well-dressed woman are full of valuable suggestions. Messrs. Dickins and Jones' *Spécialité* corset is too well known to need further mention here, but I would draw my readers' attention to the fact that they are now making a cheaper corset, called the "*Spéciale*," on similar lines to meet the requirements of those who do not feel justified in paying the price a good corset generally commands. L. M. M.



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OUR DISTANT EMPIRE.

FRUIT-FARMING IN BRITISH COLUMBIA: THE CHANCES OF ENGLISHMEN.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—I have been much interested in the letters which have appeared in certain important newspapers during the present and part of last year on the subject of the chances for Englishmen fruit-farming in Canada. Apart from his craze for cheap fruit land—due apparently to a confusion with prairie wheat land, and his mistaken belief that the prices of fruit land are somewhat inflated—the main obstacle to the Englishman's chances of success as a fruit-farmer in Western Canada is his unwillingness to regard fruit-farming as being (to him) a new art. An Englishman is so often too ready to dislike what he does not understand or which is strange to him, with this result—that when he goes out to fruit-farm in British Columbia he seeks those places where the conditions approximate most to those he has been familiar with in the Old Country, both as regards horticultural methods and the marketing of his fruit. What he ought to do is to regard himself frankly as an ignoramus, and to visit places like North Yakima, Wenatchee and Hood River in Washington and Oregon—places which first taught us the possibilities of the fruit-farming industry—and to learn for himself how they do things there, and then come over into British Columbia and practice what he has so learnt. The prices that hard-headed American farmers are willing to pay for some of the choice orchard land in these districts will astonish the Englishman accustomed to talk about "inflated values of fruit land in British Columbia." There is just as good land, by the way, in British Columbia. I believe, too, that he will find in North Yakima and Wenatchee certain orchards where the fortunate owners are actually able to sell the fruit on the tree for the Australian market, for which the wholesale buyer undertakes to pick and pack it. Any practical fruit-farmer knows what this means.

In Washington and Oregon they grade their fruit by machinery, and have even begun to plant their young fruit trees with dynamite. I well remember being laughed at when suggesting the latter process some years ago; but it has now been discovered by scientific horticulturists that this method of disintegrating the soil (dynamite strikes downwards) gives better opportunity for the young roots to make quicker growth, and therefore the tree. But it is in up-to-date ways and system of marketing that British Columbia fruit-growers have yet most to learn from Washington and Oregon. To show how thoroughly our American cousins deal with this matter, I suggest that every Englishman who intends fruit-farming in British Columbia should procure and study the Report of the Fifth National Apple Show of 1912, held at Spokane, U.S., which is published in the February number of that very excellent trade journal, *Better Fruit*, and which may be obtained from Hood River, Oregon, U.S.A., the annual subscription, with foreign postage, being only 1dol. 50c. (6s. 3d.). The report is too long to quote, and the English reader must, of course, remember that the geographical details and references therein necessarily deal with the United States chiefly; but *mutatis mutandis*, there is much that might well be copied and adapted to Canadian requirements. It was agreed that "education" should be the keynote of the Fifth National Apple Show, and that, besides assembling the pride of the nation's orchard product, it should be the means of solving the problems of marketing, of storage, of financing, of transportation and of saving the poorer grades of apples. The managers commenced to interest growers, bankers, by-product manufacturers, business men, railway officials and experts in all phases of business in a series of conferences held during the six days of the show. Never in the history of the apple industry has such a wide variety of knowledge been amassed as was told by these men and of their experiences in the past, and their thoughts and plans for the future. But, to my mind, the application of and the *distribution* organisation of the cold storage system, as outlined by the president of the Spokane Show of 1912, contains the most important lesson for the British Columbia fruit-farmers and their co-operative marketing associations, and this should be studied by every practical Englishman who intends fruit-farming in British Columbia—just across the border. For a young man it is not a bad plan, if he is properly advised as to the selection, to acquire a ten-acre orchard one year, planted from some reliable company on the British Columbia dry belt, and work on it for a season under the direction of the company's experts—provided that these experts be Washington or Oregon trained men—and then run down to the Pullman College in Washington State or to the Oregon State College for a course of technical instruction in fruit-farming under Western American methods and all that pertains to it. Having worked on his orchard for a season previously, he will perhaps be better able to seize the points and assimilate the information he will receive at these American colleges. He will notice that the practical and successful American (Western) fruit-farmer not only sends his sons to these colleges, but also attends special courses himself, and the cost to the student is merely the nominal one of about twenty-five shillings a week in addition to living expenses. In any fruit-farming district on the dry belt of British Columbia you can generally pick out—almost at a glance—the orchard of the Englishman who has taken the trouble to acquire a Pullman College training, a fact which speaks for itself. And practical American fruit-farmers will tell you that it is generally the clerk or professional man who starts, admittedly knowing nothing about it, who of the newcomers makes the best fruit-farmer, while the man from Kent or Worcester fruit districts is usually the most hopeless case, because he starts thinking he already knows something about it. Really, there is just about as much difference between fruit-farming in Kent and on the dry belt of British Columbia as there is between growing turnips in a ploughed field and cultivating hothouse grapes under glass. Finally, beware of any man in British Columbia who says that it is not necessary to study the methods of the Washington and Oregon fruit-farmers; he probably has some land to sell you which is not suitable for fruit-farming and which no American would buy for that purpose. Always remember that the horticulturists of Washington and Oregon will be your keenest business-rivals.—J. S. REDMAYNE (Author of "Fruit Farming on the Dry Belt of British Columbia").

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NORWEGIAN FISHING PROSPECTS FOR 1913.

EARLY forecasts for Scandinavia are generally good, as there are always heavy falls of snow during the winter months at some time or other, and the snow naturally packs, unless the exceptional happens and rains accompany the snow, which I have known during even the Christmas Week, so that the snow was melted and many districts were actually flooded over the packed snow. But this is very exceptional, and the year in question (1895) was a very poor one for early rivers. This year in parts of Norway there have been enormous snowfalls, quite beyond the average; indeed, in some parts in the south the falls have been greater than the oldest inhabitants can remember. It has also packed well in the mountains, and during the past week or so has continued to fall, adding to the drifts and fields in a manner which augurs well for the rivers and promises as much water as the most critical can desire. The Stavanger districts seem to be particularly well favoured in this respect.

Curious to relate, in the neighbourhood of Christiansand there had not been so much snow as usual, until a few weeks ago, when the falls seem to have much increased. In the neighbourhood of Bergen, and on the high fyclds of Hardanger Vidden, the ski-runners' hearts have been gladdened by excessive falls. Huge quantities are reported from these districts, both before and after Christmas, at the New Year, and now again quite recently, which also is to the advantage of the wielders of the rod later on. Thus, so far as the earliest signs go, the year promises well; but until the season has further advanced it is difficult to make a certainty of prospects. In looking over a sporting journal from Norway I was somewhat interested in some notes made by three rods on the Namsen, near Grong. They seemed to have fished from 1902 to 1909, both inclusive. Most of the fishing was in the river Namsen itself, in Grong, but in part fishing was conducted on a small portion of the Bjora, which runs into the Namsen. The following weights and numbers of fish were landed:

1902.—146 salmon, weight 2,742lb., fishing from mid-June to September. This does not include the small fish and sea trout. The largest fish was 44lb., and the best day 201lb.

1903.—275 salmon, weight 5,722lb., largest fish 59lb. and best day seventeen fish, weighing 416lb.

1904 (June to July).—139 salmon, weighing 3,116lb., largest fish 45lb. and best day 216lb.

1905 (June to July).—155 salmon, weighing 2,921lb., largest fish 42lb. and best day 200lb.

1906 (June to July).—137 salmon, weighing 2,756lb., largest fish 47lb. and best day 190lb.

1907 (June to mid-August).—146 salmon, weighing 3,431lb., largest fish 49lb. and best day 269lb.

1908 (June to July).—149 salmon, weighing 2,603lb., largest fish being 43lb. and best day 320lb.

1909 (June to July).—109 salmon, weighing 2,327lb., the largest fish being 45lb. and the best day 253lb.

A footnote was added explaining that the best day took place in 1903, when seventeen salmon were caught, weighing 416lb., of which sixteen salmon, weighing no less than 399lb., were taken in the Namsen from two boats. This was believed (in Norway) to be a record for the Namsen, at least for that year. The third boat that day fished in the Bjora until seven o'clock in the evening catching only one fish of 17lb. weight.

It is not often that one finds notes in the Norwegian Press sporting or otherwise, regarding the fishing which the rivers and lakes yield to the sportsman. This seems a pity, as it would be an easy matter for statistics to be collected, as in the case of elk reindeer and red deer; but whenever notes do find their way into type, they carry more interest than usual. Later on I may have something to say about the ryyer prospects and the sickness which it has been alleged, was observed last season in the southern fyclds.

NICHOLAS EVERITT.

ATTENTION has just been called to the fact that the London Orphan Asylum, Watford, is celebrating its centenary this year. The "L.O.A." is one of those quietly working institutions not given to wholesale advertisement, but doing a work of incalculable value. It was founded in 1813 at Clapton, but, outgrowing its bounds, was transplanted to Watford, and to celebrate its hundredth anniversary the Governors are raising a Special Centenary Fund. A festival dinner in aid of the charity will be held at the Connaught Rooms on Thursday, May 29th, when H.R.H. Prince Arthur of Connaught will preside. The names of gentlemen desirous of supporting the Royal patron at the dinner and of ladies and gentlemen willing to assist in collecting funds will be gladly received by Mr. Arthur P. Blaythway (Chairman) or by Mr. Henry C. Armiger (Secretary), 3, Crosby Square, Bishopsgate, E.C.



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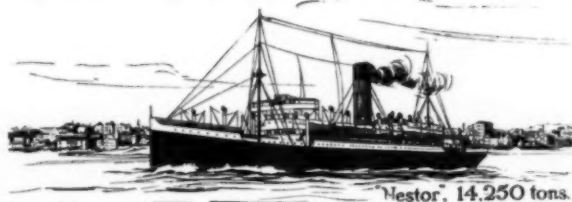
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THE CANADIAN ARCTIC EXPEDITION.

THAT the possibilities of Arctic exploration are far from exhausted yet is evidenced by the interest taken in the Canadian Arctic Expedition, which will start early in June, under the command of Mr. V. Stefansson, into the unexplored regions bounded by Behring Straits and the Pole, the western border of the Arctic Archipelago and the known open sea north of Siberia. Dr. Nansen believes this region to contain nothing but a vast empty polar ocean. Captain Peary, on the other hand, says that he certainly saw land, but whether it was an island or part of the continent is unsettled. Mr. Stefansson has already done much valuable work in high latitudes, discovering, among other things, the new race of blonde Esquimos in Northern Canada and thus settling a long-debated ethnological question. Following the example of Dr. Nansen, Sir Ernest Shackleton, Captain Amundsen, the late Captain Scott, Mr. Wellman, Captain Jackson and Dr. Charcot, Mr. Stefansson, on the advice of the Canadian Government, which is financing the expedition, has relied upon Burberrys for his textile equipment. He is taking a number of gabardine and fleece suits, including gloves, and six gabardine tents, with enough of both materials in the piece to last four years. Much interest has been expressed in this outfit, of which the makers have recently been holding a display. When one considers that life itself in these Arctic and Antarctic expeditions often depends on the strength and protective quality of the clothing, it is a great tribute to the weather-resistance and durability of Burberrys' specially woven and proofed materials that practically all the great polar expeditions of the last twenty years have been equipped by them.

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The Continental Tire and Rubber Company of Thurloe Place, S.W., have not only given us in their 1913 model an excellent tennis ball, but they have also introduced a distinctly novel and very convenient new ball box. It takes the form of a cardboard cylinder with rounded ends capable of holding half-a-dozen balls. It is quite unobtrusive in appearance and has the advantage over the usual net that no matter how wet and dirty the balls may be, they can be carried without soiling the clothes. These boxes, of which the design is registered and exclusive, are supplied with the "Continental" tennis balls free of charge. The price of the balls themselves is twelve shillings per dozen, and we understand that the company have special terms for clubs.

THE MALAY STATES RUBBER OUTPUT.

Those of our readers who are interested in the Eastern rubber industry will be pleased to know that, according to information cabled by the Federated Malay States Government to the Malay States Information Agency, the exports of plantation rubber from the Federated Malay States for the month of March amounted to 3,890,880lb. as compared with 3,936,529lb. in February, making the total for the three months of the present year 12,614,689lb. as against 8,535,926lb. for the corresponding period last year. Appended are the comparative statistics for 1911 and 1912:

		1911.		1912.		1913.
January	..	1,329,170	..	2,730,576	..	4,787,280
February	..	1,490,849	..	2,715,767	..	3,936,529
March	..	1,916,219	..	3,089,583	..	3,890,880
Total	..	4,736,238		8,535,926		12,614,689



THE FRONT ON THE CALLE SUIPACHA.



THE INTERIOR.

A CASEMENT SHOWROOM.

Some of the fine old houses in the West End of London have been through strange vicissitudes. The houses in Berners Street, off Oxford Street, were built as fashionable residences, but their great value for business uses has changed all that. Their delightful interiors cause them to be sought particularly by the firms who minister to the comfort and beauty of our homes. The building



HOPE'S CASEMENTS AT 59, BERNERS STREET.

arts are indeed strongly entrenched in Berners Street, and Messrs. Henry Hope and Sons, the famous casement-makers, have lately opened new offices at No. 59. The accompanying illustration shows the charming marble mantelpiece in the Adam manner and the refined cornice, which are the main features of the houses of the period. Needless to say, the screen which divides the two rooms is a modern structure, devised to enable the Hope casements to be shown to their best advantage. Anybody who is building a new house, or who possesses an old mullioned house in which the metal casements have outlived their usefulness, will do well to visit 59, Berners Street. Messrs. Hope and Sons also specialise in ornamental cast leadwork, leaded glazing, hot-water heating and the building of hot-houses.

BRITISH ENTERPRISE IN THE ARGENTINE.

The photographs which we reproduce on this page represent the magnificent new head premises for the South American branch of Maple and Co., who have for some years carried on in Buenos Aires a business similar to that which has made them already world-famous over here. Even in a Western country the building would be remarkable for its size and costliness, and if situated in Regent Street instead of the Calle Suipacha would still merit attention as one of the very few structures, if not the only one, of great bulk planned for the purposes of a large retail business, the design, construction and equipment of which have been undertaken by the separate sections of the actual working staff of the parent establishment—commercial, technical and artistic—and from each point of view it is a model worthy of any centre of civilisation. Concrete, steel and brick are mostly used in the constructive parts, while the front is of Portland stone, each block of which was worked in the home quarries and shipped ready to be placed in position. Steel frames laid in concrete are relied upon for the main construction. There are eight floors—one of the latest forms of fireproof construction—and served with rapid transit electric lifts, and the fine central staircase is a great addition to the decorative effect of the interior. The windows are well proportioned and laid in solid bronze sashes, and every accommodation, whether for the display of goods demanding spacious showrooms or for the comfort and convenience of customers, has been studied to the utmost.

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